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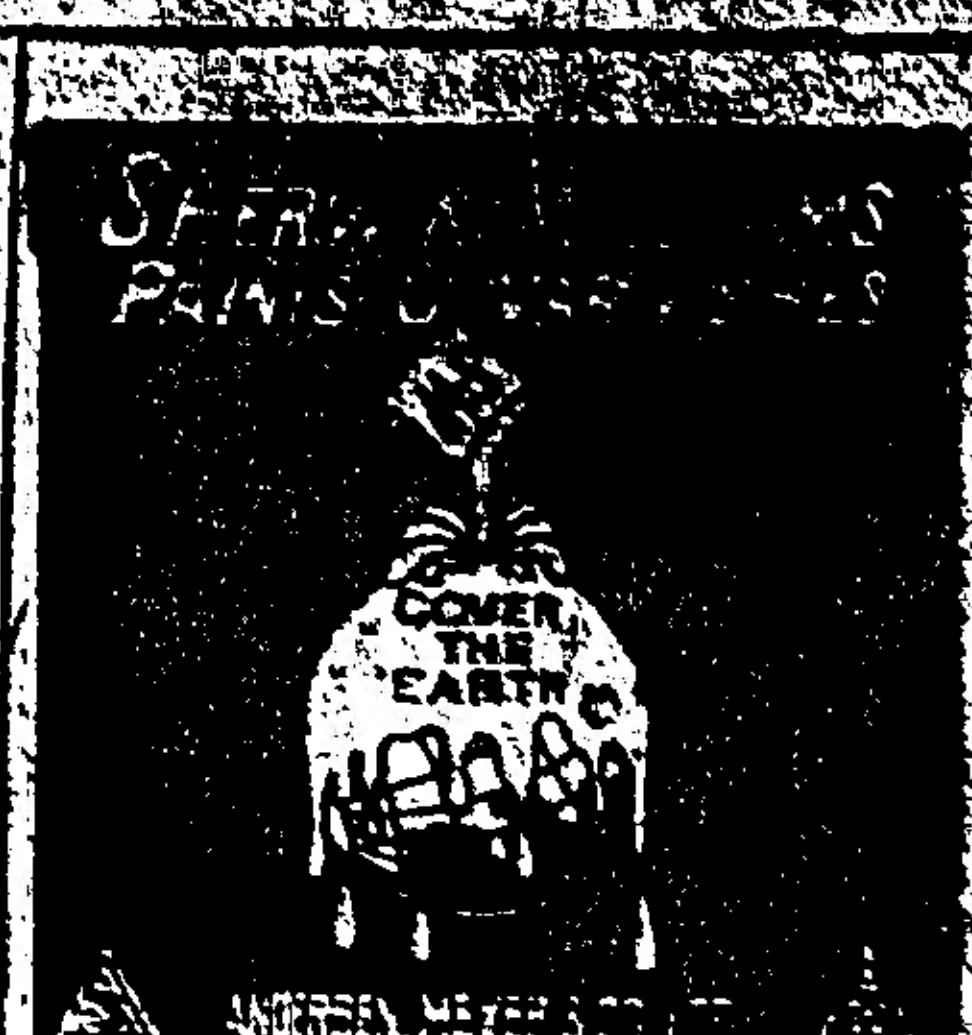
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MONDAY, JULY 24, 1922

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THE GERMAN MORATORIUM.

Acquiescent Reply to Guarantees Committee.

Reuter's Service.

Berlin, July 23.
Replying to the President of the Guarantees Committee, the Imperial Chancellor says that despite the heavy burdens thereby imposed upon Germany, the German Government will undertake to carry out the measures mentioned in the Committee's memorandum for the duration of the moratorium.

The German Government assumes that the Sovereignty of the Reich will be preserved, that the course of the administration will not be disturbed, and that secrets connected with taxation and business will be protected. As regards combating the flight of capital, the resolution of the Supreme Council of the Allies of August 13, 1921, in regard to export of capital will now be carried out.

Anglo-French Pourparlers.

London, July 23.
The delay in the Anglo-French conversations in regard to reparations has terminated, the French Government officially intimating that it will place itself at the disposal of Mr. Lloyd George for an interview as from August 1.

PIRACY TRIAL IN FRANCE.

A New Style of Claude Duval.

Aix en Provence, July 23.
The trial at the Assize Court of nine Georgian pirates charged with robbing passengers of the French mail-boat *Souirah* in the Black Sea in May 1920 has resulted in four being sentenced to ten years' imprisonment, while the others were acquitted.

The proceedings were most laborious, as the accused spoke only in different Russian and no French. One maintained that he was an officer of the British Secret Service and others declared that their only object was to rob a rich Persian who was on board.

It transpired that the robbers did not interfere with the property of passengers whom they believed to belong to the proletariat. One of the robbers, who was a bit of a dandy, kissed the hands of the lady passengers and stole their scent.

AN AMERICAN L. O. N.

Uruguay's Move.

New York, July 24.
The Uruguayan Foreign Minister, speaking at a banquet, foreshadowed that Uruguay intends to propose the formation of an American League of Nations at the next meeting of the Pan-American Conference.

EINSTEIN EXPEDITION TO CHRISTMAS ISLAND.

Testing Relativity by the Eclipse.

Berlin, July 24.
Three German members of the Einstein expedition have left for Batavia en route to Christmas Island to take observations during the eclipse of September 20.

THE CAPTURE OF LIMERICK.

Majority of Irregulars Escape.

London, July 24.
Only a hundred Irregulars were made prisoners at Limerick. Nine hundred escaped southwards.

NEW ITALIAN CABINET.

Signor Orlando Premier Again.

Rome, July 24.
Signor Orlando is forming a Cabinet.

(Other Early and Special Telegrams on Page 2.)

CHINESE AFFAIRS.

A Plea for Compromise.

Peking, July 23.—In response to Tung Kang's third resignation, a mandate grants him five days' leave and points out that he must resume the Ministership of Finance when his leave expires.

The efforts of Hsu Yuan-hao and General Oyang Wu to bring about a compromise between Li Lieh-chun and Tsai Chung-hsun seem to have ended in failure. Hsu Yuan-hao telegraphs that he is leaving for Shanghai, adding that he has received an informal communication from Li Lieh-chun indicating that the latter is ready for any reasonable compromise whereby fighting might be avoided. Hsu feared, however, that it was impossible to overrule Tsai Chung-hsun to the compromise idea, but he exports his own opinion in Peking.

The Government is now in a difficult position, as the military and political factions are at odds. The Government is taking up an obstinate attitude on the salt tax question, saying that it

MR. DENBY IN SHANGHAI.

Witnesses Ball Game.

Shanghai, July 24.—The Secretary of the U.S. Navy and Mrs. Denby witnessed a baseball match yesterday afternoon between the U.S.S. *Huron* and Shanghai, in which the latter won by 5 to 2. In the evening a reception was held at the Bureau of Foreign Affairs, at which Mr. Denby was welcomed by Commissioner Hsu Yuan-hao.

entertain the M.P.'s at a garden party on the 28th instant, in order to effect a compromise between the various parties and reorganize the Cabinet.

Another Peking message says that Chang Tso-lin is taking up an obstinate attitude on the salt tax question, saying that it

NORTH RIVER FIGHTING.

Sun's Troops Defeated.

FUTILE ATTACKS ON SHICHOW.

We have received the following notes from a correspondent at Shichow on the recent fighting between the troops of Sun Yat-sen's expeditionary army and those of General Chan King-ming.

Shichow, July 19th.
General Yung, who is in command of General Chan King-ming's army on the North River, is still in possession of Shichow. He is said to have an Army Corps of 100 battalions, but there is no evidence of such a strong force around Shichow. His line is far flung, reaching from Koh Tan, forty miles south to Lok Cheung, thirty-five miles north of the city. He has various outposts along this wide front. Probably 80 reduced battalions is nearer the actual force he commands than 100. A full strength battalion in the Chinese Army numbers 500. Some of General Yung's battalions are reduced to between 300 and 400 men. This Army is well equipped with ammunition and food.

The Northern Expeditionary Force, Dr. Sun's army, is under the command of General Hsu Sung-chi, whose attack on Shichow has, for the time being, failed. He divided his force into three columns and planned to attack General Yung's position from three directions. One column to attack from Yan Pa, another from Chi Hing and the third from Yung Yuen. The objective of the third column was the railway line at Ma Pa or Hok Tan.

Somebody Blundered.

The Chi Hing or the central and strongest column, was led by General Hsu himself in what was to be the main attack on Shichow. The other two columns forming a flanking movement. Either somebody has blundered and made a mistake of days in "zero" time, or the attack was badly planned. The two flanks went forward and were defeated before the concerted attack. Instead of a concerted attack from the three directions at the same time, one attack was made on the 11th, from Yan Pa, another on the 14th or 15th, towards Yung Yuen and the central column did not attack until the 17th. Heavy fighting took place on the 11th, and the attacking force came within a mile of the city, but they were unsupported and driven back. On the night of the 12th, a small detachment of this force stole up to the fort on the Tsai Kung Mountain, found the sentry asleep and the garrison gambling. With a bayonet the sentry was put to his long last sleep and the garrison rushed without a shot being fired. They still hold the fort and if they had a couple of field guns they could shell Chan's forces out of the city.

The column moving towards Yuen Yuen was defeated on the 14th or 15th.

The heaviest fighting took place on the 17th, when the central column attacked, and they fought to within three miles of the city, capturing the hamlet of Tsai Tung, but on the 18th, they were driven back to Tsai Kui, a place twenty miles away, where General Hsu has his headquarters.

Situation Well in Hand.

General Yung claims to have the situation well in hand, and is now confident that he can defend the city from any other attacks, which are not likely to be as strong as those already repulsed. He says his casualties only amounted to 30 killed and 150 wounded, whilst the other side suffered ten times more.

Teashop gossip says that General Hsu's army is short of ammunition and food, and his men are reduced to eating and hulling the rice in order to avoid starvation. All the farmers in the district, both men and women, were rounded up by green

STABBING CASE.

At Kowloon City.

A murderous assault was committed on a Chinese, 19 years of age, at the Tsing Wong Tai Hill, Kowloon City, on Saturday afternoon by four men who cleared off before the arrival of the police. The latter were informed of the affair by a married Chinese woman living at Lee Yuen Street in whose company the young man was when the assault took place. Lying unconscious from the effects of a stab wound in the left side and another between the shoulder blades, the man's condition is thought to be serious.

Another Attack Fails.

Shichow, July 20th.
Dr. Sun's Expeditionary Force made another futile attack on Shichow today. Last night and early this morning we noticed strong contingents of Chan's men move over the river to the foot-hills west of the city. All night devotional firing could be heard in that direction, and about seven o'clock this morning we heard a fusillade of rifle and machine-gun firing. The forts were silent and there was no evidence of field guns in action. The firing continued until late in the afternoon, becoming more and more distant. It was clear that the attacking force was retreating.

Cherry Troops.

In the evening, we met a party of Chan's soldiers returning from the front. They were in cheerful mood and claimed that the enemy's attack was easily repulsed. Their casualties were very slight—only a dozen wounded and three killed. We saw the three dead being carried back to the city by their comrades.

Speaking to one of Chan's officers, he informed us that the enemy had very little left in them; they ran after the first few shots were fired. He added that their casualties were heavy and "several" were drowned when attempting to cross the river and get back to their lines. This officer was a smart, alert man belonging to General Wong Keun's army. General Wong is one of the best Generals in Chan King-ming's army. He was educated in France and has the reputation of being a brave and energetic commander; he certainly knows how to get the best out of his men. They were used in the battle of the 18th, at Tsai Tung when General Hsu's army was driven back to its headquarters, and they have been in action again today, yet they are a cheerful and contented crowd.

The chance of the Northern Expeditionary Army ever capturing Shichow and going to the rescue of Dr. Sun at Canton is every day and in every way getting worse and worse.

The Next Move.

Our special correspondent at Canton writes.—In consequence of the failure of the attack on Shichow, it is expected that the army of General Hsu Sung-chi will strike out for another objective. Reports say that Tung Kwoong, which lies on the route to Waichow, is the scene of a skirmish which may develop into a battle as soon as the main body of the Northern Expeditionary Army comes up. Enquiries which I made at the Wongsan station of the Canton-Shichow Railway revealed the fact that Shichow is completely clear from the operations, though Yingtak, situated immediately on the line of communications, continues to be mentioned as the scene of a possible attack from another section of Hsu's force, which is reported to be endeavouring to cut the railway lines.

Our Canton correspondent states that floods have prevented further fighting along the North River, and

CANTON NEWS.

Attempt to Blow Up Electric Works.

SUN'S BOATS ORDERED NORTH.

(Our Special Correspondent).

Canton, July 23.

The strike of workmen of the Electric Company having proved abortive in face of the unexpected action of the foreign staff of engineers and volunteers, the supporters of Sun Yat-sen, who had counted on the total deprivation of the city of its electric light to help them in whatever scheme they had in mind, changed their tactics on Saturday and endeavoured during the evening to wreck the plant by means of a bomb, but failed in this object because the bomb was not of sufficient force. Near to the spot where the bomb exploded was a latrine used by coolies, so that it would be difficult for the military guarding the plant during the night to distinguish the culprit from the many people coming to and going from this public convenience. There was a panic amongst the inhabitants of the alley situated at the back of the station where the explosion took place, but on investigation it was found that the results were practically nil, and the work at the plant continued uninterrupted. The military have redoubled their precautions, while the foreign staff inside the building are closely maintaining their watch on those of the workmen who have returned.

Launches Damaged.

This morning it was learned that officers of Sun's fleet had raided a number of launches off the Fong Chuen shore and destroyed the engines. The raid was carried out at eleven o'clock this morning, and immediately afterwards the information was conveyed to me that what prompted this action was the fear that these launches might be intended for use in an attack on the fleet. The Fong Chuen side of the river is immediately opposite the position of the fleet. Hitherto only one launch had been lying off this bank, but the number gradually increased day by day until at the time of the raid there were no less than fifteen launches lying side by side, all flying foreign flags. The circumstances looked so suspicious that Sun's officers thought it best to eliminate any doubt by boarding these launches and rendering them incapable of use by destroying the engines.

More Naval Precautions.

Since the day when the explosion of the floating mine near the fleet gave the officers of Sun Yat-sen something to think about, a number of precautions have been introduced for the safety of the vessels, one of the more ingenious kind being the mooring of a number of rafts round the Wing Fung which may be effective in warding off any further mines that may come along. The patrol launches, too, have been kept pretty busy during night, and it was owing to this vigilance, as well as the growing apprehension that everything was not all right in the attitude of some of the gunboats, that Chue Chiek, the manager of the Kwong Nam Dock of Whampoa, came under grave suspicion when the launch aboard which he moved on Saturday night was intercepted by the patrol launches and he himself seized. Chue Chiek, who used to serve under Chow Thui-tek, one of the naval commanders, who lost their billets when the gunboats came under Sun's control, is a son of the proprietor of the well-known Tak Cheong Loong Shipbuilding Company of Hongkong. At the time of his arrest he was accompanied by two bodyguards, whom he carried off with him, and the launch was taken to the Kwong Nam Dock.

and inducing them to forsake Sun Yat-sen.

OBITUARY.

Mrs. P. H. Murray.

We deeply regret to announce the death of Mrs. P. H. Murray, wife of Mr. P. H. Murray, formerly Installation Manager of the Asiatic Petroleum & Co. Ltd. (Tai Kok Tsui), which occurred at the Government Civil Hospital on Saturday, after a short and painful illness.

The funeral took place yesterday at the Catholic Cemetery, the service being conducted by the Rev. Father P. de Maria, assisted by the Rev. Father Page. The bearers were Messrs. Hill, T. Stainfield, W. Hollands, S. Griffin, T. O. Sullivan and H. Holdman. The chief mourners were Mr. P. H. Murray (husband), Mrs. Grimmit, Patsy, Dorothy, May, Lettie, and Evy (daughters and son), Mr. Arthur Grimmit and Miss Louise Murray (son and daughter-in-law), Mr. and Mrs. A. J. Reed (brother and sister-in-law), Miss Maggie Bond (sister), Mr. and Mrs. J. S. Murray (brother and sister-in-law). Amongst those present were: Mr. N. L. Watson, Mr. W. A. Butterfield, and Mr. Tully of the A.P.C., Right Rev. Bishop Pozzoni, Father Novati (Procurator of Spanish Dominican Mission), Sisters of French and Italian Convents, Orphans of the respective institutions and a large number of friends. Floral tributes were sent from Paddy, Florrie and Arthur, Patsy and Louise, Grace, Ugo and Luigi, Maggie, Dorothy and May, Lettie and Evy, Bobby, Edgar, and Willie, Arthur, Stephen, Francis and Reginald, Amaro and Rita, Gladys, Helen, Flo, Dorothy, Edna and Winifred, Mr. and Mrs. J. S. Murray, the A.P.C., Miss E. Allen, Mrs. J. Allen, Mrs. Stewart Brown, Mr. and Mrs. Jose Barros, Mr. and Mrs. Capell and family, Mr. J. Cassin, Mr. H. Dixon and family, Evelyn and Archie, Capt. and Mrs. Goings, Mrs. W. McGrath and family, Mr. and Mrs. Goldfinch, Mr. and Mrs. J. Gibson, Miss D. Hansen, Mr. and Mrs. T. Hynes and family, Mr. and Mrs. A. W. Hill, Mr. and Mrs. F. Howell, Mr. and Mrs. W. Hollands, Dr. F. Kew, Miss M. Lysaught, Mr. J. Litton, Mr. and Mrs. C. A. Mutton, Mrs. M. Brown and family, Mrs. F. Nuttall and family, Mr. and Mrs. J. Noronha and family, Mrs. E. O'Brien and family, Mr. and Mrs. T. F. O'Sullivan, Ellen, Mr. and Mrs. Roylance, Mr. T. Perpetuo, Mabel, Lawrence and Gussie, Mr. and Mrs. L. Stainfield, Mr. H. Stainfield, Mr. and Mrs. A. J. M. Souza, Mrs. F. W. Stapleton, Mr. J. A. Strauss, Mr. F. E. de Silva, Mr. and Mrs. Tully, Alice, Harry and Mills, Mr. Robert Taylor, Emma, Mr. C. F. Pain, Mr. and Mrs. Lawrie Lam, Fook Lee & Co., Mr. and Mrs. Lee Yat Choi, Mr. and Mrs. H. M. Hejce Esmail and many others.

Those who have not yet had opportunity of hearing the glee party will be pleased to learn that an extra performance has been arranged for to-morrow night at which the entertainment will be in the form of vaudeville—novelty acts.

CALIFORNIA GLEE PARTY.

Another Big Reception.

At the Theatre Royal on Saturday night the University of California Glee Club and Jazz Band had an even bigger and heartier reception than they experienced on Friday, and it can safely be said that no party of entertainers have ever received a more enthusiastic welcome than has this aggregation of University students. Every seat in the Theatre was sold long before the time due to start and many people were doomed to disappointment in not being able to get accommodation.

The glee, band selections, other concerted numbers and all the solo efforts were greeted with big applause and encores were the invariable rule. Sometimes as many as four recalls were demanded, and the entertainers very generously conceded call after call.

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PACIFIC SERVICE.

"Empress of Australia" Reaches Vancouver.

The latest addition to the fleet of the Canadian Pacific Steamship Co., Ltd., namely the *Empress of Australia*, has arrived at Vancouver. She left England on June 16th, and reached Vancouver on the 19th instant.

This fine vessel will soon be in Hongkong, for which port she is due to leave Vancouver on Thursday next.

News in To-day's

New Advertisements.

The T. S. K. advise consignees of cargo that the *Korea Maru* has arrived from San Francisco—Page 4.

A well-furnished flat is to let from August 1st.—Page 4.

Today presents the last chance of seeing "The Furnace" at the World Theatre.—Page 4.

One hundred of the most beautiful women in the world take part in "Every Woman"—Pages 4, 7, and 12.

"Should a Woman Tell?" is being shown at the Coronet tonight, whilst at the Kowloon Theatre "Home Talent" is the attraction.—Page 12.

Cafe Wiseman is the ideal resort for all refreshments.—Page 6.

The Blue Funnel s.s. *Machon* is unloading cargo at Holt's Wharf.—Page 4.

The California Glee Club will give a vaudeville show at the Theatre Royal to-morrow.—Page 4.

The Hongkong Tramway Company announces its interim dividend.—Page 4.

The Consulat de France invites tenders for supplying general electric plant for towns in Kwang Chow Wan.—Page 4.

Lammert Bros. are selling household furniture at the Kowloon Godowns on Wednesday and office furniture at their sales rooms on Friday.—Page 4.

LISTEN!

Advertising means capital working hard instead of loafing on the job.

To-day's Exchange.

Declining rate of the dollar against the Hong Kong dollar. The dollar is selling at 1.00 Hong Kong dollars. The Hong Kong dollar is selling at 1.00 dollars. The Hong Kong dollar is selling at 1.00 dollars. The Hong Kong dollar is selling at 1.00 dollars.

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Mr. Akaji gives massage on scientific lines, based on instruction in anatomical physiology.

Fee for treatment—\$2.00 per visit.

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THE CHINA STATION.

New Cruiser Coming.

After a considerable delay, says the *China Express and Telegraph*, the light cruiser *Despatch* has successfully completed her commissioning trials, and is about to leave for the China Station, where she will take the place of the light cruiser *Curlew*, Captain Harold E. Sullivan, D.S.C., ordered home for rest and general overhaul. The *Despatch* is a more powerful cruiser than the *Curlew*, her displacement being 4,765 tons, as against 4,190 tons, whilst she carries half a dozen 6-in. guns, two 4-in. guns in her anti-aircraft battery, and four 3-pounders, as against a main armament of five 6-in. guns, an anti-aircraft battery of 3-in. guns, and four 3-pounders of the *Curlew*. In speed the new cruiser has also the advantage, her engines being of over 40,000 horse power, and it is believed that she will make a knot more than the "C.F." type of light cruiser. The *Despatch* has cost the taxpayer well nigh \$200,000. Her keel was laid in October, 1918, on the Clyde, and she was engaged and completed at Chatham, where her commissioning took place recently.

Amongst the officers appointed to the *Despatch* are:—Commander Arthur N. Dowling; Lieutenant-Commander Edward G. Wrey, navigating officer; Lieutenant-Commander Eddred S. Brooksmith, gunnery officer; Lieutenant-Commander R. Ramsbottom, Lieutenant H. S. Woolcombe, Engineer-Commander Bertram G. J. Johns, Lieutenant R. Hunter-Blair, D.S.C., Engineer-Lieutenant John B. Duncan, Surgeon-Commander M. C. Mason, Paymaster-Lieutenant James Hogg, Midshipmen Hedworth Lambton, Edward E. B. Ford, Donald G. F. W. MacIntyre, Malet L. Power, Conrad E. Alers Hakney, and Edward K. Le Mesurier.

The despatch ship *Alacrity*, Commander Percy R. Stevens, has returned home from the China Station, where she did duty for two commissions. The *Alacrity* was the Commander-in-Chief's yacht in reality, and her return home is due to economic reasons. She will be placed on the disposal list after survey and disarmament. The sloop *Petersfield*, which was recently placed at Portsmouth on return from the abolished South American Station, will be got ready for despatch to the China Station at an early date. She will take up the duties of the *Alacrity*, and, being a less expensive ship, the change will effect considerable economy. The *Petersfield* has fighting qualities; the *Alacrity* has none. The only ship of the class of the *Alacrity* now left on foreign service is the *Triad*, which flies the pennant of Captain Alexander R. Palmer, Senior Naval Officer in the Persian Gulf.

H.M.S. *Comus*, which has escorted the *Renown*, carrying the Prince of Wales, on her homeward journey from the Far East, parted company at the Eddystone Light, outside Plymouth Harbour. The *Comus* then proceeded to Portsmouth, where she was to pay off.

THE HONGKONG PHILATELIC SOCIETY.

Annual Report.

The annual report of the Hongkong Philatelic Society, to be presented to members at the annual meeting on Thursday next, states:—Membership.—The membership of the Society now stands at 24, there being therefore one vacancy. The Committee records with the deepest regret the death of Mr. H. W. Dick, its first President.

Exchange.—The total value of stamps circulated for exchange during the year amounted to \$1,231.93, of which stamps to the value of \$557.04 have been sold. Stamps to the value of \$22.01 are in circulation. The lack of high value stamps amongst the exchange sheets was very noticeable, but it is hoped to overcome this by the arrangement entered into with the Malayan Stamp Exchange Club whereby duplicates of members of that Club will be forwarded to the Society for sale amongst its members.

Library.—The library of the Society now contains seven volumes and it is hoped to augment this from time to time.

TEETH EXTRACTED AT 105.

Mrs. Garrett of Annetley, London, who celebrated her 105th birthday recently, has had two teeth removed by her doctor.

THE WASHINGTON CONFERENCE.

First Lord of the Admiralty Surveys Results.

In an address to the Royal Colonial Institute (London) Lord Lee of Fareham (First Lord of the Admiralty), who was one of the delegates to the Washington Conference, delivered an address upon the results of that historic assembly.

After alluding to the delicate position which then existed as between the United States and Japan, Lord Lee proceeded:—Moreover, that delicate situation was complicated by the fact that the British Empire had an alliance with Japan which, whilst it had, and could have, no possible aggressive object, was none the less capable of an infinite amount of misrepresentation which was a real danger to the relations between this country and the United States. Now, with the full concurrence and goodwill of Japan, there has been substituted for that alliance a new treaty, commonly called the "Four-Power Pact of Washington," which has had the effect of dissipating all these myths and misunderstandings which had seemed to be almost ineradicable, and as a result a new era in Pacific politics has happily been opened. I cannot pass away from that without paying a very genuine tribute to the spirit which the Japanese displayed throughout the negotiations at Washington. It was a spirit not only of high statesmanship but of self-sacrifice in the interests of peace and good feeling throughout the world, and I cannot too strongly deprecate any attempt to revive the old misunderstandings and suspicions of Japan. I think they are unworthy. I feel sure they are unfounded, and I am convinced, after months of daily contact with the statesmen from Japan, that they not only played straight at Washington, but that they mean to play straight in the future and honourably to observe all the obligations there entered into, not only in the letter but in the spirit. The Chairman was kind enough to refer to my special responsibility at Washington in connection with the Naval Treaty. With regard to that, I wish to say at once that the success of that Treaty was due primarily, and almost entirely, I think, to the master stroke delivered by Mr. Hughes, chairman of the Conference, at the very outset. He began at the right end, and, by boldly proposing—speaking on behalf of the power furthest ahead, so far as the future strength of navies was concerned—that the whole of those great naval programmes with which the world was confronted should be completely wiped out and followed by a ten years' holiday, he created a situation which made it impossible for any Power to approach the subject in a niggling or half-hearted spirit. To dispel any rumours which may have been circulated with regard to this matter, I can only repeat that the British Delegation had no knowledge or hint whatsoever of what Mr. Hughes was going to propose until he actually produced his plan to the assembled plenary conference. At the same time, speaking for myself only, I was not altogether surprised, because, from my long experience of the American temperament, I felt sure that having invited us to Washington, having taken up this question, they would do something very big. In this instance the proposal of the American Government broke all records and was a combination of that idealism and altruism which is so curious and inextricably woven in the American character with the instinct for a "hard bargain" and plain "horse sense." The provisions of the Naval Treaty were not by any means limited to the mere wiping out of great battleship programmes, and to ten years' holiday, but went further and imposed drastic restrictions upon the size and armaments, and therefore upon the cost, of any future ships. I must qualify that, because submarines were unfortunately excepted; but as regards battleships, cruisers, and aeroplane carriers, these restrictions must have a very great and beneficial effect upon the budgets of the world for the next ten years.

There were, of course, other Treaties settling some of the most difficult questions on the mainland of China. The "Nine-Power Treaty," which expanded, in harmony with modern conditions, the policy of Mr. John Hay, of the "Open Door," has had the effect of guaranteeing to China against spoliation, at any rate from outside. It does not protect China from internal commotion, but it does at least end that era of competition amongst foreigners for the exploitation of the resources of China against the will of the Chinese people. That exploitation had long threatened not only the sovereignty of China, but good relations between the other Powers, and the Treaties which were concluded at Washington substituted a new era of co-operation with the Chinese for the opening up of the economic resources of that great country in a way which ensured fair play for everyone, and not the least for the Chinese themselves. The questions of Shantung, of the Island of Yap (which again was a great issue in American politics), and of the future of the German cables in the Pacific, whilst not on the agenda of the Conference, were settled at Washington as a result of the spirit which prevailed at the Conference, and of the atmosphere of goodwill, statesmanship, and self-sacrifice which was there engendered. In passing, I cannot refrain from paying a tribute to the splendid work done, particularly in that connection, by the Dominion Delegates serving on the British Delegation. Sir Robert Borden, of Canada; Senator Pearce, of Australia; Sir John Salmson, of New Zealand; and Mr. Sastri, of India, were all, in the best and highest sense, typical of their respective peoples, and yet alike in the ability and loyalty which they showed as members of the British Empire team. I know, from personal observation daily, that the whole Conference owed a great deal to their sagacity, experience, and counsel throughout the whole of its deliberations, and, as a delegation, we were effective in action because we were a band of brothers united by a common sympathy which ripened into high esteem and, I hope, a life-long friendship.

THE FUTURE EMPRESS OF JAPAN.

An Ideal Woman.

Imperial sanction to the marriage of the Crown Prince of Japan with H.I.H. Princess Nagako of the House of Kuni was formally given last month. The marriage, it was learned, will take place in the fall of 1933. Count Suteomi Chinda, chief of the attendants on the Crown Prince, was sent as a messenger to the estate of H.I.H. Prince Kuni to deliver the message to him that Imperial sanction had been obtained for the marriage. Prince Kuni, accompanied by his daughter, Princess Nagako, received the messenger at a reception hall and the message was personally received by the Princess from Count Chinda.

After the ceremony of accepting the message was over, the following engagement gifts were presented to the House of Prince Kuni.

1. Five rolls of silk fabrics, material for foreign style dresses
2. A fresh *tsu* fish on a tray.
3. A keg of *sake*.

Afterward, the conferring of orders of merit, presenting a sword and other ceremonies were observed.

REPORT TO IMPERIAL ANCESTORS.

Later, the ceremonies of reporting the consummation of engagement to marry, to the spirits of Imperial ancestors, were observed in front of the Kashiko Dekoro, Koreiden and Shinden, which were decorated appropriately and at which were present the princes and princesses of the blood, and high officials of distinction. While the divine music was being played, Count Chinda, representing the Crown Prince, offered prayer in front of the sanctuary.

Imperial messengers were also sent at the identical hour to the Grand Shrine at Ise, the Tomb of Jimmu Tenu, the first Emperor of Japan and the Mausoleum of Emperor Meiji. The engagement was officially announced in the Official Gazette.

For three days 18 high officials and persons of high distinctions, men and women, were received in audience by Their Imperial Majesties, the Emperor and Empress, to offer congratulations.

CONSORT 19 YEARS OLD.

Princess Nagako was born on March 5, 1903 and is 19 years old. She is the first daughter of Prince and Princess Kuni and has two younger sisters, two older brothers, and one younger brother. The tentative understanding that she would be chosen as consort to the Crown Prince was arrived at on June 10, 1931, and the formal announcement of the engagement was delayed until June 20, 1932. The future Empress of Japan is noted for her beauty as well as for her physical perfection. To say nothing about her education she is described to be vivacious in her manner and lively in her physical expression. She is considered an ideal woman for the future Empress of Japan. Osaka Herald.

NOTICE.

YEE SANG FAT CO.

Just Arrived

"SWIMEASY"

Worsted and Wool

BATHING SUITS

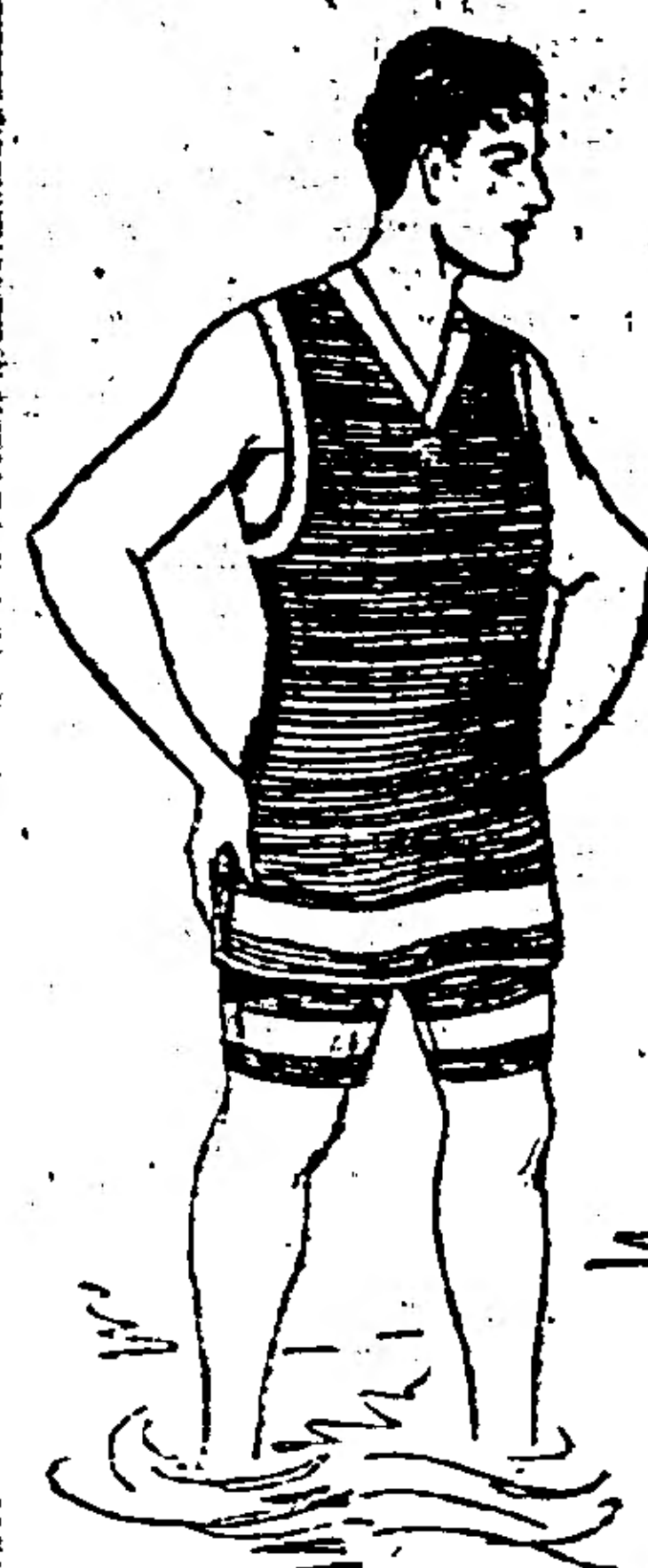
for

Ladies,

Gentlemen

and

Children.



Practical and Dressy Style

Large Assortment of

WATER WINGS



Price \$1.25

a pair

YEE SANG FAT CO.

THE SINCERE CO. LTD.

CLEAN RELIABLE DURABLE FOR SCHOOL and COLLEGE

Waterman's Ideal Fountain Pen

FROM \$5.00 (and upwards)

THE SINCERE CO. LTD.

TAI LEE CHAN

Established 1884.

METAL GOODS and SUNDRY HARDWARE

Telephone 1992.

113, Jervois Street

NEW ADVERTISEMENTS.

WANTED.

WANTED.—Experienced Lady stenographer with good knowledge of Book-keeping requires position in office.—Apply Box No. 753, c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—FANLING, A New Bungalow situated on Wo Hop Sek.—Apply to Tsang Foo & Co.

FOR SALE.

FOR SALE.—High-powered Seven Passenger Touring Car, perfect running condition, driven only 1,300 miles. Owner driven. For information apply Box No. 751 c/o "Hongkong Telegraph."

FOR SALE or TO LET.—175 Peak, gardens, tennis court, five rooms and servants' quarters. Ground approx 18,000 ft. splendid views. Junction motor road and new road.—Apply Tel. 3740.

FOR SALE.—Tennis Net and Pests, Columbia Grafonola, Dinner Service (72 pieces). No reasonable offer refused. Apply Box No. 751 c/o "Hongkong Telegraph."

FOR SALE.—Steam Launch—Length 16 ft. Speed 10 Knots. First Class Condition.—Apply Box No. 741 c/o "Hongkong Telegraph."

FOR SALE.—Smart Steam Launch, Price \$7,000. Apply Box No. 740 c/o "Hongkong Telegraph."

SANDAKAN LIGHT & POWER COMPANY (1922), LTD.

NOTICE is hereby given that the Statutory Meeting of Shareholders will be held at the Office of the Company, St. George's Building, Chater Road, Hongkong, on Thursday the 27th July 1922, at 11 o'clock in the forenoon, pursuant to Section 60 of the Companies Ordinance 1911. **SHEWAN, TOMES & CO.** General Managers. Hongkong, 18th July, 1922.

HONGKONG TRAMWAY COMPANY LIMITED.

NOTICE is hereby given that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1922 has been declared. The DIVIDEND will be payable on and after WEDNESDAY, the 23rd day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of Aug. 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7½d. per Dollar. By Order of the Board, **W. E. ROBERTS.** Secretary. Hongkong, 24th July, 1922.

The Kwong Wing Co., Ltd. Hongkong—Wharfedale Line S. S. "TAI YING" & S. S. "KO CHOW" Regular Service to Victoria. Splendid 1st. Class Passenger Accommodation. 20, Des Voeux Rd. W. Phone 285.

International Shirt Co. Manufacturers of Silk Shirts, Shirts, Sweaters, Suits etc. 72, Wyndham Street.

Mee Wah Knitting Co. 618, Canney Bay, Phone 1501. Manufacturers of Hosiery, Socks, Suits, Sweaters and Underwear. **YOUNG HO KWAN, President.**

THE SAI HING S. S. Co. 25, Cross Street, W. **CANTON-WUCHOW LINE.** S. S. "TAI YING" S. S. "TAI YAN" Monday, Wednesday, Friday. **HONGKONG-WI CHOW LINE.** S. S. "CHUNG ON" Boat 1779.

THE HIN FAT S. S. Co. Shipping and Landing Agents. Phone 3241. 10, Wing Lok Street. **KWOK HIN WANG, Proprietor.**

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA. S.S. "KOREA MARU" From SAN FRANCISCO, via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above-named steamer having arrived on Sunday, 23rd July, 1922, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk. Storage will be assessed on cargo remaining undelivered after Monday, 1st August, 1922. All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Monday, 1st August, 1922, at 11 a.m. No claims will be recognised after the goods have left the steamer or godown, and none will be entertained if presented later than three weeks after arrival of steamer. No fire insurance whatever will be effected.

Y. TSUTSUMI, Manager. Hongkong, 24th July, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "MACHAON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 24th July. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 29th July, will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 12th August, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 24th July, 1922.

TO LET, OCCUPATION 1ST. AUGUST.

WELL furnished flat, with pianos and gramophones, at Kennedy Road. Apply by letter for particulars to Bickford, 2 Wood Road, Wai Tsai.

On Wing Co. 514, Hing Lung Street. Metal & Hardware Merchants, Electric & General Engineers & Contractors. Phone 30, 3064. **L. P. LAI, General Manager.**

Ching-Kee S. N. Co. 156, Wing Lok St., W. Phone 3220. Regular Service between H.K. & Saigon, Newmarket, North China.

YEE TAI HONG, Phone 753.

CHEONG YUE S. S. Co. 16, Des Voeux Road, "K. N. PHANANG" for Fohoi and Haiphong. at 9 a.m. on Wednesday, the 26th instant. For Freight or Passage apply **CHEONG YUE S. S. Co.** Phone 2332.

Hongkong-South America. S. S. "HWAH KONG" Loading 12th. Aug. Sailing 18th. For Freight etc. apply **CHANGWHA NAVIGATION CO.** Bank of China Bldg. Phone 2576.

Hongkong-Saigon Line. S. S. "TELEMACIUS" Loading 12th. July. Sailing 18th. For Freight etc. apply **WO FAT SING** Phone No. 5.

HONGKONG-SWATOW S. S. "KUN ON" Loading 21st. Aug. Sailing 28th. For Freight etc. apply **LI FAT S. S. Co.** Phone 2281.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 25th July, 1922, commencing at 11 a.m. at their Sales Rooms, Duddell Street.

- 1 PIANO PLAYER by "Story & Clark" in good condition
- 1 Massage Machine
- 2 Double Brass Bedsteads (new)
- 3 Underwood Typewriters
- 1 Royal Typewriter
- 1 Yost Typewriter
- 1 Singer Hand Sewing Machine
- 2 Wardrobe Trunks
- 12 Coloured Cut-glass Goblets
- 1 Doll Tea Set

On view from Monday the 24th July.

Terms: Cash on delivery. **LAMBERT BROS., Auctioneers.**

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 26th July, 1922, commencing at 11 a.m. at No. 51 Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon. A Large Quantity of Valuable Household Furniture.

Terms: Cash on delivery. **LAMBERT BROS., Auctioneers.**

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 27th July, 1922, commencing at 11 a.m. (continuing at 2.30 p.m.) at the Astor House Hotel, Queen's Road Central. The Remaining of the Valuable Furniture of the Astor House Hotel. Comprising—Dining tables and chairs, iron bedsteads, trunk wardrobes, dressing tables, washstands, Electric ceiling fans and lights, cooking stove, crockery etc., etc.

Also Very Fine Oil Paintings and One Cottage Piano. On view from Wednesday the 26th July. Catalogues will be issued. **Terms:** Cash on delivery. **LAMBERT BROS., Auctioneers.**

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 28th July, 1922, commencing at 11 a.m. at their Sales Rooms, Duddell Street. A Quantity of Valuable Office Furniture comprising—Bookcase, Glass cabinet, tables, card index cabinets, with drawers, ceiling lights, oscillating table fan, porcelain basin, etc. Also 1 York Safe & Lock Co.'s safe. **Terms:** Cash on delivery. **LAMBERT BROS., Auctioneers.**

THE Undersigned have received instructions to sell by Public Auction on

Friday the 28th July, 1922, commencing at 2.45 p.m. at No. 5 Liberty Avenue (Ho Man Tin). A Quantity of Valuable Household Furniture including Canton Blackwood-ware and Oil Paintings (Full particulars from catalogue). On view from Thursday the 27th July. **Terms:** Cash on delivery. **LAMBERT BROS., Auctioneers.**

THE Undersigned have received instructions to sell by Public Auction on

Saturday, the 29th July, 1922, commencing at 11 a.m. at "Stillington" No. 4 Peak Road. A Quantity of Valuable Household Furniture (Full particulars from catalogue). Also 1 Cottage Piano by "Hopkinson" in good condition. On view from Friday the 28th July. **Terms:** Cash on delivery. **LAMBERT BROS., Auctioneers.**

THE COWIE HARBOUR COAL COMPANY LIMITED. SILIMPOPON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBASTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates. Steamers calling at SEBASTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebastik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebastik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD. Agents. **THE COWIE HARBOUR COAL CO. LTD.**

WAH HING & CO.

Contractors to H. M. Dockyard.

WE hereby beg to inform the General Public that we undertake to do all stevedoring purposes, such as Landing, Discharging, Lightering and Delivering of any kind of articles of whatsoever extent, and our workmen employed are only well experienced and expert ones. We are also open to contract for Coal, Deck Stores and Provision Supplies to Steamers and Factories and we can guarantee that our goods are better in quality and cheaper in price. We are present contractors to some Leading Firms of the Colony, and we take the liberty to offer the General Public our references. Our S/L "Wah Hing" is open for hire for swimming purposes, terms moderate. For further particulars, please address to No. 76, Des Voeux Road Central, 1st floor, or phone up No. 3358.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1922, will be payable on **WEDNESDAY, July 26th**, on which date Dividend Warrants may be obtained on application at the Company's office. The **TRANSFER BOOKS** of the Company will be CLOSED from **TUESDAY the 18th** to **WEDNESDAY the 26th July** (both days inclusive) during which period no transfer of shares can be registered. By Order of the Board of Directors. **MOWBRAY S. NORTHCOTE, Secretary.** Hongkong, 11th July, 1922.

THE HONGKONG CENTRAL ESTATE, LIMITED.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1922, will be payable on **WEDNESDAY, July 26th**, on which date Dividend Warrants may be obtained on application at the Company's office. The **TRANSFER BOOKS** of the Company will be CLOSED from **TUESDAY the 18th** to **WEDNESDAY the 26th July** (both days inclusive) during which period no transfer of shares can be registered. By Order of the Board of Directors. **MOWBRAY S. NORTHCOTE, Secretary to The General Managers.** Hongkong 11th, July, 1922.

CONSULAT DE FRANCE.

WE beg to notify the General Public that tenders are invited for supplying general electric plant and accessories for the lighting of the towns of Fort Bayard and Tchek Kam in the Territory of Kwang Chow Wan. Full particulars and specifications to be obtained on application to the French Consulate Offices, Alexandra Buildings, Top floor, every day from 11 a.m. to Noon and from 3 p.m. to 4 p.m. The Consul for France **P. KREMER.**

TIME-KEEPING IN SHIP-YARDS.

Methods at Home.

The shipyard time-keeping tally has gone the way of all obsolete systems. In the olden days it was the only means of checking a man's appearance at work, the time at which he ceased his labours, his engagement with a certain trade or squad of men. It was not always difficult, under the somewhat crude conditions then obtaining for a man to "work his tally," i.e., to obtain payment for time never put in at the yard at all; this being usually achieved with the connivance of a workmate or an unscrupulous time-clerk, writes a special correspondent in the Journal of Commerce.

Then came more complicated conditions. Engineering workshops began to feel the necessity of more accurate costing. Work collectors did not always pick up the essential details of the various jobs; or they took the charge-hand's word for what was happening and as to the amount of wages chargeable to each piece of work. The new establishments introduced those wonderful clocks and time-cards by means of which each man records his own hours of labour; it is part of the terms of his engagement that he shall keep a full and accurate record for costing purposes of all the work he turns out. His foreman is also interested in the records handed in to the office; one of his daily duties is to scan and initial these permanent records of value given for wages received.

But the shipyards, always intensely conservative, clung tenaciously to their tallies and time-boards; these latter consisted of small rectangles of wood on whose ends were stamped the numbers allotted to their owners in the time-books. They were made in duplicate so that one was in the time-office being copied whilst the other reposed in the man's pocket until the end of the day's work. These time-boards were washed clean as necessary, thus obliterating for ever the former records. Once, therefore, the man's time record had been transferred to the time-books, there was absolutely no way of checking it except by reference to the man's memory.

All this old-fashioned arrangement, which served the purpose quite well in the old days, has been swept away in the leading ship-yards, and for it has been substituted the card system now generally in vogue in factories. The cards are of two different colours, one colour being marked Monday, Wednesday, and Friday, with spaces for work done and hours occupied on each portion thereof, the other coloured card being similarly arranged for Tuesday, Thursday, and Saturday. Any Sunday work is inscribed at the end of Saturday—but at double time rates it is very scarce, it is too expensive unless for special urgency to disturb the Day of Rest nowadays. There is nothing complicated on the cards; they are simply a record of work done, capable of being accurately written up by the veriest apprentice. But see the vast improvement on the old system. In place of a vanishing record you have a permanent form of account, written by the workman himself, countersigned by his foreman, capable of being produced in any court of law; which the man and his superiors can stand by as unimpeachable, guaranteeing the particulars in the employer's books from which accounts are rendered and costs made up. Not only that. From these cards, carefully sorted as to number and name, particulars are transferred to other indexed card-files, which are kept the full and accurate amounts paid to each man from week to week—absolutely necessary in these days of quarterly income-tax and workmen's compensation. No hunting through old wages books and file records. The card of the man in question can be produced in a twinkling, its authenticity vouched for by the time-clerk, and if there is any argument as to details then, the original time-cards are obtained with the man's own record of time worked.

A notable impetus was given to this movement for increased accuracy in shipyard accounts by the vast amount of "cost plus percentage" work which was placed in the shipyards towards the end of the Great War and immediately after the Armistice. Shipowners sent their representatives to verify the accounts charged to their respective contracts. Costs were running so high that attention was concentrated on the smallest details. Discrepan-

!! ENGAGEMENT EXTRAORDINARY !!

CALIFORNIA GLEE CLUB VAUDEVILLE SHOW

FAREWELL PERFORMANCE

TUESDAY Evening, July 25.

THEATRE ROYAL.

Booking at MOUTRIE'S. Prices: \$3, \$2, \$1.

TO-DAY at 5.15 and 9.15 p.m. Performances

LAST SHOWS

of

WILLIAM D. TAYLOR'S SPECIAL PICTURE

"THE FURNACE"

A DRAMA OF ENGLISH LIFE ENACTED AGAINST REMARKABLY LAVISH SETTINGS.

SHOULD MARRIED FOLK QUARREL?

A good quarrel, now and then, is said to clear the atmosphere of the home. Certainly an "understanding" between husband and wife, an exchange of points of view, is better than the cold indifference and silent suspicion which Folly and Anthony Bond sustained in their married life which is so powerfully pictured in the heart-stirring picture

"THE FURNACE"

No married man or woman, or young people looking forward to marriage should miss this drama

AT THE

WORLD THEATRE.

VIOLET HEMING,

WANDA HAWLEY,

BEBE DANIELS

and

One hundred of the most beautiful women

In the world take part in

EVERYWOMAN

cles were occasionally brought to light and in discussion it transpired that the trade unions did not favour any change of the bad old system whereby original records were immediately destroyed after copying into books. Their leaders were sought in conference, the full import of the matter impressed upon them, and with but slight opposition from suspicious men, who thought that in some way the alteration would prove to their detriment, the change was secured. With cost of living still falling, and shipyard efficiency and economy still trending upwards, it might be well for the shipowner to consider whether it would not be to his advantage to place orders for new tonnage on the "cost plus percentage" basis. He would get the advantage of further drops in cost of materials and in wage rates (there is little risk of their advance in the near future), and he would get a better vessel than one built on the cutting and scrap principle necessary to make money out of a fixed price contract. That may be a matter of opinion. But what is truly certain is, the accounts rendered to him during the progress of the work could be certified as absolutely accurate in every detail by either his own accountants or the shipbuilders' auditors.

In any case, the costs on which future estimates are based by the shipbuilder are bound to be more correct as reflecting the changing conditions of workmanship and materials; this is extremely important in new construction, much more so than in repairs; the estimating draughtsman and clerk know full well the allowance to be made for work produced under war and post-war conditions.

conditions of workmanship and materials; this is extremely important in new construction, much more so than in repairs; the estimating draughtsman and clerk know full well the allowance to be made for work produced under war and post-war conditions.

"COURAGE" IN MIXED BATHING.

Chertsey Woman Councillor on a Feminine Weakness.

"Many women favour mixed bathing, as they feel more courageous in presence of men," remarked Councillor Miss Gurdiner, when the Weybridge Council was considering the desirability of permitting mixed bathing every day and all day. "On the other hand," she added, "many desired seclusion when bathing, and perhaps restricted hours might prove most satisfactory." Councillor Bowyer said if mixed bathing was allowed all day long it would interfere with the arrangements for attendance of various schools for instruction. Restricted hours gave children a better chance of learning.

Council decided to allow mixed bathing between 6 and 8 o'clock in the morning and 6 to 8 o'clock in the evening, and 6 to 10 on Sunday mornings.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE

(Direct)
 ELPENOR 24th July London, Amsterdam & Antwerp
 GLAUCUS 8th Aug. L'don, Hull, Rotterdam & Hamburg
 JASON 14th Aug. London, Antwerp & Hamburg
 MENTOR 21st Aug. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 MEMNON 5th Aug. Genoa, Liverpool & Glasgow
 KEEMU 8th Aug. Genoa, Marseilles, Havre & Liverpool
 MACHAON 21st Aug. Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
 PROTOSILAUS 1st Aug. Victoria, Seattle & Vancouver
 INION 29th Aug. via Suez

NEW YORK SERVICE

(via Suez or Panama)
 CYCLOPS 25th July via Suez
 EUMAEUS 5th Aug. via Suez

PASSENGER SERVICE

TERESIAS 19th Aug. for Shanghai & Japan
 MENTOR 21st Aug. for Singapore & London
 TERESIAS 26th Sept. for Singapore & London
 For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
 "WYTHEVILLE"

having arrived from New York, via ports, on 19th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and or Extra-Hazardous Godowns of The Hongkong & Kowloon Wharf and Godown Co., at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Export, Hongkong, before Bills of Lading will be counter-signed.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Company's Surveyors, Messrs. Anderson and Aske.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after 25th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
 United States Shipping Board,
 Emergency Fleet Corporation,
 BARBER STEAMSHIP
 LINES, INC.

Managing Agents,
THE ADMIRAL LINE.
 5th Floor, Union Building,
 Hongkong, July 19th, 1922.

"SAFETY FIRST" COMPETITION.

One hundred and thirty thousand pupils attending 846 L.C.C. schools have entered for the competition held this year by the London "Safety First" Council.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

FROM EUROPE & STRAITS.
 The Company's Steamship
 "KATORI MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 29th July, 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
 Agents.

Hongkong, 22nd July, 1922.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

FROM EUROPE & STRAITS.
 The Company's Steamship
 "LYONS MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, To-day.

Goods not cleared by the 29th July, 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
 Agents.

Hongkong, 22nd July, 1922.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands for everything that is valuable or enjoyable in life. You cannot tell if your eyes are right; you may see well yet have defective eyes. If you wish to have your eyes tested the refracting room of The Hongkong Optical Co., successors to Clark & Co., refracting and manufacturing opticians, the most competent optical establishment in South China—located in 53, Queen's Road Central—is at your service. They have the equipments to test your eyes accurately. Testing the sight and fitting glasses is their specialty.

CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE LIMITED.

From UNITED KINGDOM,
 PORT SAID, COLOMBO
 & STRAITS.

The Steamship
 "GLENSHANE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 24th July, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 24th July, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be counter-signed by

**JARDINE, MATHESON
 & CO., LTD.**
 Agents.

Hongkong, 17th July, 1922.

NOTICE TO CONSIGNEES.

**SERVICES CONTRACTUELS
 DES-MESSAGERIES
 MARITIME.**

S. S. "AMBOISE"

Consignees of Cargo from Marseilles in connection with the above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned, Goods remaining unclaimed after the 27th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th inst., or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday the 27th inst. at 10 a.m.

No Fire Insurance has been effected.

A. JOBARD,
 Actg. Agent.

Hongkong, 21st July, 1922.

KING SETS A FASHION FOR PARISIANS.

At last month's races at St. Cloud a large number of the men appeared with trousers creased at the sides instead of front and back. This fashion in "trouser-creasing" has been revived this year by the King, who adopted it at the Epsom meeting. It was favoured by the late King Edward, but was merely an adaptation by him of a mid-Victorian style.

OPTIMISTIC VIEW OF CHINA.

Peking University President's Forecast.

The road to the peace of the world lies through China, said Dr. J. Leighton Stuart, president of Peking University, speaking to the Members' Council of the Philadelphia Chamber of Commerce. Dr. Stuart, who comes of an old Virginia family, gave an excellent picture of present conditions in the Orient and spoke in an optimistic fashion of the future, expressing his belief that the Chinese would work out their salvation if unmolested by other nations.

In that connection he praised the United States, which is looked upon as the bearer of high ideals in international affairs, and, regarding a prediction, he said that someday the United States and the Chinese Republic would be the two great nations of the earth.

One note of warning he sounded: "If there is another war it will arise because of China and be more horrible than the recent one," Dr. Stuart said.

But that direful happening is not likely, he suggested, because Western nations are coming to a better understanding of China and matters Chinese.

JAPANESE FIGHT WITH SILVER.
 The Japanese are responsible to some extent for the disturbances now going on, he continued, for the men of Nippon believe it is more kindly to use silver than lead in dealing with the Chinese.

"Nor is it surprising that Japan should carry on a policy of interference to keep the country in a state of disorder. They have bribed public servants to the extent of millions of dollars. The most serious feature of this tendency has been the development of a great group of military chiefs, who are little more than powerful brigands, each with his group of hired mercenaries. They use these troops to intimidate politicians and to control the Government."

"But it is of no great significance which chief wins in the present fighting. The spread of public opinion, a very powerful and almost religious factor in China is gradually crystallizing through that great country, so that within a reasonably short time we can expect to see the mass of people take matters into their own hands and put the country on a sound footing."

NO NORTH, NO SOUTH IN CHINA.
 One of the cherished common beliefs that there is a North China and a South China. Dr. Stuart dispelled by declaring that there was no real division between the sections; that the error arose because "some politicians lived in North China and other politicians lived in South China."

Still speaking on the political features of China, Dr. Stuart asserted that the most discouraging thing in China to-day is the outlook of Dr. Sun Yat-sen, former President, who, although a patriot with highest aspirations for his country's good, yet is a theorist and opportunist who is doing considerable harm.

Dr. Stuart dwelt also upon some of the industrial features of present-day China and told the business men that "commercial opportunities are simply immense." He said the possibilities are boundless when one considers that in the province, in which Shanghai is located, there is enough coal to last the world 3,000 years at the present rate of consumption.

The Chinese, too, have come to use leather rather than cloth shoes, and there is a demand for electrical appliances, motor vehicles and similar modern machinery.

THE VOLSTEAD ACT.

U. S. Shipping Board to Allow Liquor.

The question of the right of American ships to sell liquor outside the three-mile limit, a practice which has been going on more or less covertly since the Shipping Board established passenger lines three years ago, was placed squarely before the Government for decision last month, states the *Philadelphia Public Ledger*.

In letters to President Harding and Congress, accompanied by evidences in the form of the wine lists of the American liner, George Washington, and other Government-owned vessels, Adolphus Busch, III, vice-president of Anheuser-Busch, Inc., stigmatized the Government, through its Shipping Board, as "the world's greatest bootlegger," and accused the Government of "unparalleled hypocrisy" in violating its own law "to make money."

The Busch attack, referred by the President to the Shipping Board, brought statements from C. Irmann Lasker, his legal counsel, Roy A. Haynes, Prohibition Commissioner, the Department of Justice and Wayne B. Wheeler, of the Anti-Saloon League, showing wide differences of opinion on the subject. LASKER "STANDS FIRM" ON ISSUE.

It was acknowledged in all quarters that precipitation of the question must force action on the part of Congress or the departments concerned with shipping, prohibition enforcement and interpretation of the law, but none of the latter seemed inclined to take the lead toward solution.

Backed by the opinion of his legal experts, Mr. Lasker is standing firm on the right of American ships to sell liquor beyond the three-mile territorial limit.

"Both from the standpoint of legal right and from the standpoint of life and security of our national merchant marine," said Mr. Lasker in reply to Mr. Busch, "the Shipping Board has permitted and will continue to permit the serving of liquor on its ships, so long as foreign flagships allowed to enter and depart from our shores exercise that privilege."

Mr. Haynes, characterizing himself as an enforcement officer purely, and calling attention to the fact that there was a difference of opinion as to whether the Volstead act applies to American ships outside the three-mile limit, said he would await the verdict of Congress, the Attorney-General and the courts. Once his duty was clearly set forth, he said, he could be expected to act, "but I will not break one law to enforce another."

NO NEW RULING INDICATED.

Although taking no formal hand in the dispute, Attorney-General Daugherty indicated the Department of Justice would not render another opinion on the question until called upon. On the records of the department still stands the opinion of former Solicitor-General Friserson, which holds an American ship to be American territory whatever she is and the sale of liquor abroad her clear violation of the law.

Wayne B. Wheeler, general counsel for the Anti-Saloon League, who talked the situation over with Chairman Lasker and expressed the opinion the Shipping Board could "take care of itself," declared the "possession" of liquor abroad any ship, American or foreign, within the three-mile limit was a violation of the Eighteenth Amendment and the Volstead act, and should be prohibited.

The Anti-Saloon League attorney would prohibit foreign

ships from bringing in liquor even at their bars, which now are sealed when the three-mile limit is crossed, and would let them set up all the diplomatic protests they desired.

Congress, after listening to a speech of Representative Galivan, on the subject, yesterday, and reading the sheaf of Busch letters to-day, moved through the House in an effort to deal with the situation. "Dry" representatives, both Republican and Democrats, indicated an amendment would be offered to the pending Ship Subsidy Bill which would deny the proposed subsidy to any American vessel selling liquor.

They contend passage of the subsidy will leave the American ship operators in position to compete with foreign passenger liners despite any advantage of the latter they might obtain from selling liquor. The amendment, it is understood, will be introduced on the floor of the House as members of the Merchant Marine Committee, which have charge of the Subsidy Bill, are opposed to linking the liquor question with the subsidy.

The question of the sale of liquor on American ships first arose immediately after the war, when John Barton Payne was chairman of the Shipping Board. American operators found passenger business going to foreign lines because American vessels had no bars or wine lists. He asked the Department of Justice for an opinion, and Mr. Friserson, in the absence of A. Mitchell Palmer, wrote his now famous document, in which he banned liquor on American vessels, because an American ship "is American territory."

ITALIAN EMBASSY IN PROTEST.
 The Italian Embassy in the United States protested the sealing of liquor on the grounds that a portion of wine served Italian crews was legitimate ship stores and could be served in port. Attorney-General Palmer, called upon for an opinion, agreed with this view and, incidentally, said:

"With respect to American vessels, it is sufficient to say that the prohibition law applies as well on board such vessels while in port as at any other points within the United States."

In his reply to Mr. Busch, Chairman Lasker accuses the St. Louis brewer of acting from purely selfish motives. His attack on the Shipping Board, Mr. Lasker asserts, is nothing more than an effort to discredit prohibition. Mr. Lasker said he did not propose to reply to the second letter which Mr. Busch, according to St. Louis reports, is said to have written.

GEORGE ROBEY'S MAXIM.

To mark their appreciation of his work in organizing the Newspaper Press Fund matinee at Drury Lane, the council of the fund entertained Mr. B. A. Meyer to lunch at the Savoy Hotel. Mr. Meyer was presented with a silver cigarette case. Viscount Bournemouth presided. Lord Leverhulme said that under modern conditions of tension and strain, theatres and other forms of legitimate and honest amusement were more necessary than ever. He predicted that the next development in this country would be the radio. In America he listened to concerts and speeches given 150 miles away. His religion was one of joy and happiness. He did not believe in the religion of his boyhood days. George Robey said the Press had been kind to the theatrical profession during the slump which was surrounding them. He held that "having a good lot of friends was better than having a lot of powerful relations."

FRECKLES AND HIS FRIENDS

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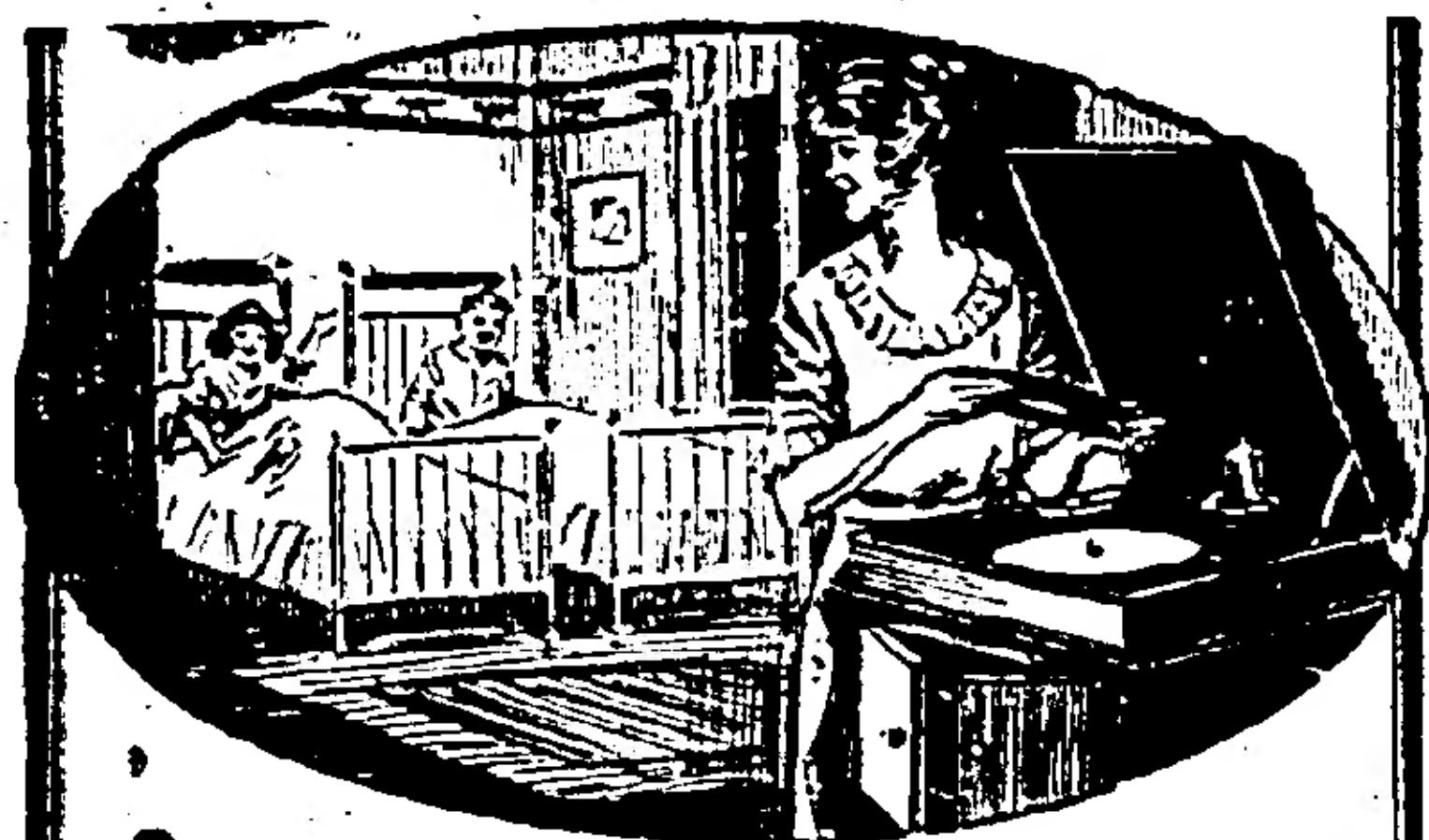
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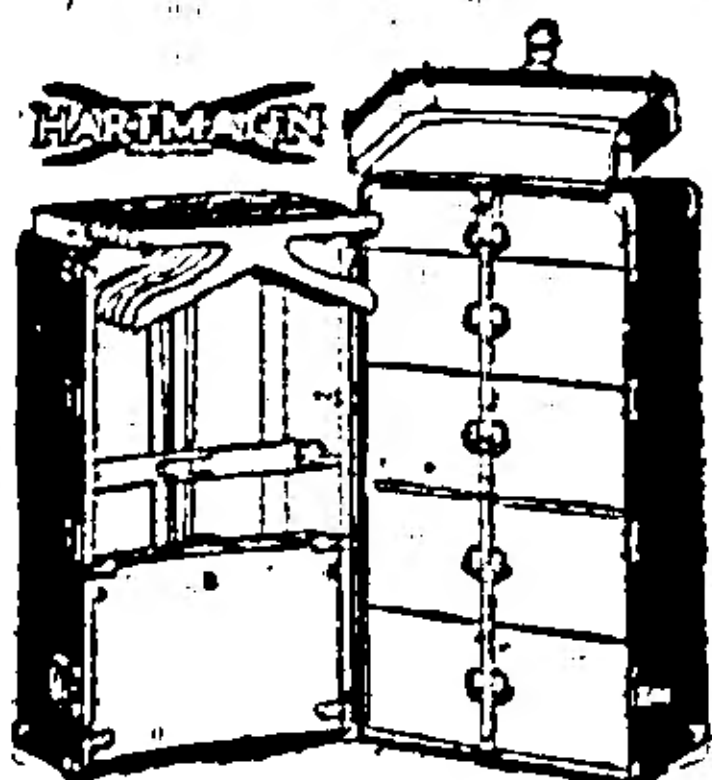
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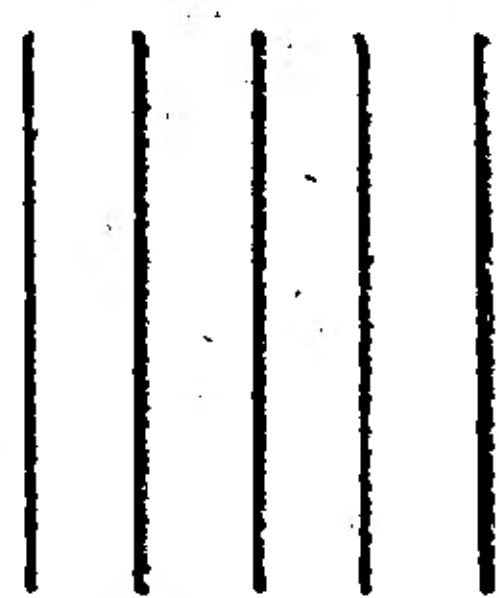
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DEATH.

MURRAY.—At the Government Civil Hospital on 22nd July, Lucretia Mary, (nee Reed) the dearly beloved wife of Patrick Henry Murray, aged 55 years, Shanghai, Japan, Manila, Straits, and London papers please copy.

The Telegraph.

HONGKONG, 24th July, 1922.

CHINA'S FACTIONS AGAIN.

Was the conflict between Chang Tso-lin and Wu Pui-fu all for nothing? Many people could see no reason, apart from personal ends, for a resort to arms, but the position was that if war had become inevitable, from whatever cause, the sooner it came the better, so as to get the trouble over. Sometimes it looked as if the pair must clash without further parley; sometimes it seemed as if they would get over their differences without an encounter after the threatened clash had petered out more than once. Then they suddenly joined issue on the field of battle. When Wu won and drove or cajoled his rival back to the other side of the Great Wall, supporters of the Republic were hopeful that at last a move would be made towards a properly-organised Government.

Well-wishers of China are loth to conclude that the strife was vain. Perhaps we may yet find that Wu will turn his victory to "good account." The symptoms during recent weeks have not been too reassuring, however. Rumours of dissensions within the Chihli party have gained currency to a point which indicates that they can scarcely all be manufactured; and the latest development, according to a Shanghai report, is that Chang Tso-lin is to join hands with Tsoo Kwan, Wu's nominal superior, with a view to supporting Tsoo's candidature for the Presidency. It does not follow as an absolute necessity that a rapprochement between Chang and Tsoo means a breach between Tsoo and Wu—a reconciliation on the part of Chihli and Fengtien might be regarded rather as a hopeful sign in relation to an all-round settlement; but, taken in conjunction with the reported dissensions in the Chihli party and the antagonism between Wu and Chang, it seems more likely, when the general character of Chinese politics is considered, that fresh trouble is brewing. Cannot the Republic's best minds devise ways and means to avert such a calamity?

An Old Cry.

Twenty-five years ago, in connection with the erection of blocks of shops in Elgin (now Haiphong) Road, the hope was expressed in the *Telegraph* that "Chinese shops and houses will not be allowed to encroach further upon the European area in Kowloon, or one of the greatest recommendations of that suburb will be lost for ever and ever." We always did think that it was a mistake to allow buildings of this type to spring up in what in those days was bound to become, as it since has, the residential district of the peninsula. Not only are these Chinese shops an eyesore, but what is worse, with the upper storeys utilised as dwelling places, European residents in the neighbourhood are subjected to the continuous noise inseparable from a native district. As we look around the Colony, Kowloon included, nowadays, the thought suggests itself that it would have been a wise plan, in mapping out residential districts, had there been distinct reservations laid down—not for one section of the community, but reservations for each and all. As things are, nobody is satisfied, and, of course, the so-called European reservation on this side of the harbour is nothing but a reservation in name, the restrictions, such as they are, only applying to the type of house to be built. But that is even an improvement on conditions in Kowloon, where both shops and houses of Chinese design have been permitted to spring up almost everywhere. The present generation is suffering from the mistakes of the past.

Drinking Troughs.

With regard to the provision of drinking troughs for dogs, our correspondent, "Robt. MacWhirter," made a good point on Saturday when he suggested the foolishness of going to the trouble of ordering these from Home. Here in a Colony where we have granite galore, nothing would be easier than to get a few troughs of this material, which, as "Robbie" remarked, could not very well be stolen. At Home, municipalities provide these things, and no doubt if approached by the S.P.C.A. the Government here would see to the matter. A few such troughs erected at convenient spots in the city and in Kowloon would serve a most useful purpose, for, if they are considered necessary at Home, how much more so are they needed in this hot climate? The heat from our streets in the summer months is terrible for us humans; how much worse must it be for dogs, who are so much nearer the ground? Maybe there is no fear of a water shortage, that elaborate fountain outside the City Hall will function again. Then, it might be possible to get a couple of drinking troughs for dogs affixed somewhere at its base as a start.

A Pacific Victory.

"Another sweeping victory for the conference system of international negotiations" was the description applied by Mr. Hughes, the U. S. Secretary of State, to the termination of the discussions between Chili and Peru. If the long-standing Tacna-Arica dispute has been finally disposed of, as the cable implies, though nothing is said as to the terms, the round-table consultation initiated by the Washington Administration has certainly produced a distinct victory for the pacific method of ending differences. Some forty years have passed since the antagonism in regard to ownership of the border provinces of Tacna and Arica broke out into what has been described as, relatively to the numbers engaged, the most sanguinary encounter on record. Even then the result was not decisive, as a referendum was to be taken at a later period with respect to the disputed territory. This was never found practicable, owing to the parties being unable to agree upon the conditions under which the plebiscite should be held; and so the difficulty continued year after year, a subject of smouldering animosity. That this did not blaze out into renewed warfare was due to the comparative weakness of Peru, who perhaps was biding the day when increased strength would give her a chance of revenge. It is devoutly to be hoped that the accommodation now reached consigns that day to the limbo of things forgotten.

CHINESE EX-PREMIER.
Mr. Hsiao Hsi-ling, the former Premier of China, left Shanghai for the North last week.

DAY BY DAY.

THE CHARACTER OF MAN DEPENDS MORE ON THEIR OCCUPATIONS THAN ON ANY TEACHING WE CAN GIVE THEM, OR PRINCIPLES WITH WHICH WE CAN IMBUE THEM.—*Kashin.*

One Chinese deck passenger died on the Dutch steamer *Tjitaroom* during the voyage from Sourabaya to Hongkong.

The alleged murderer of Chan Tsi-sang, Director of the Canton Public Works, was this morning remanded for another week, on his appearance before Mr. E. W. Hamilton at the Police Court.

Anastasio Barren, a Filipino passenger by the Korea Maru, died from natural causes as the vessel entered the harbour yesterday. This was indicated in a post mortem examination at the Kowloon Mortuary.

Last week's health return shows nine cases of plague (six fatal), two fatal occurrences of small-pox and one non-fatal case of enteric fever. All were Chinese. There were also three Chinese deaths from influenza.

On the N.Y.K. Katori Maru, which arrived over the week-end from Middleborough, via Singapore, a Chinese deck passenger died of "opiumism" and was buried at sea. There was also a casualty in the Indian Ocean.

When fifteen Chinese make their appearance before the Magistrate this morning on a charge of stowing away on the *President Lincoln*, it was explained that they had been defrauded when entrusting a sum of money to a man who they thought would be able to get them to America. Pending investigation of this story by the police, the case was remanded.

For inscribing Chinese characters on the leaves of a cactus at the Public Gardens, a Chinese, who figured in a charge of disorderly conduct, was fined \$5 by Mr. Hamilton this morning, after a statement had been made by Mr. Green, of the Forestry Department, that the nuisance lies in the objectionable meaning of the words. The offence was a frequent one, and police prosecution was necessary.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")
Attacked by Indian Soldiers.

Sir,—Can you spare us a bit of space to clear up a bit? The original trouble was attacks on women and girls on some unmentioned date and time. Wonder is expressed that there is no mention of it in the newspapers, and an indirect appeal is made to the K.R.A. I asked for facts, i.e. time; what steps had been taken to put the matter before the proper authorities; and suggested a direct communication to the K.R.A.

Then the storm burst and I am accused of holding a brief for the culprits and the K.R.A., of being of doubtful responsibility and of being asleep. I now suggest that we cut out innuendo and get to business, with which in view I suggest that you communicate my name to "Kowloonite." Another Kowloonite and "Old Kionian," so that we may get together and endeavour to do something useful. Yours etc.,

TROGLDYTE.
Kowloon, July 23rd, 1922.
[We are complying with the correspondent's request. The correspondence is now closed.—Ed. H.K.T.]

California Glee Club and Tennis.

Sir,—Adverting to my letter of the 21st inst. on the above subject, it is necessary to say that I have been since informed by three members of the Glee Club that the California University tennis quartette, including Mr. Bates, is in Shanghai, but whether it will visit Hongkong is very doubtful. This team travels independently of the Glee Club. However, should it favour us with a visit, it is hoped that the question of providing a suitable stand in time will not prevent matches between it and local talent. Yours etc.,
C. G. A.
Hongkong, 24th July, 1922.

ALLEGED KIDNAPPING.

Caine Road Boy's Disappearance.

Charged with kidnapping a fourteen year old boy named Chan Kwai-sang, who has been missing from his home at 66, Caine Road since Oct. 8th. last year, a man named Cheung Cheuk-chiu appeared before Mr. Justice Wood at the Criminal Sessions this morning.

The Jury were Messrs. J. M. W. Dorkin, (Foreman), C. V. Mark, H. H. Pathist, S. H. Ross, N. V. A. Croucher, E. B. Raymond, and H. Spicer.

The Attorney-General (Hon. Mr. J. H. Kemp), who conducted the case for the Crown, explained that prisoner was charged with kidnapping the boy and holding him to ransom. The lad lived with his father and mother in Caine Road and on Oct. 8th he disappeared. Piteous letters had been received from him and attempts had been made to negotiate with regard to ransom, but the boy had not yet returned.

The boy's mother, going into the box, told the Court that previous to living in Caine Road she resided at No. 24, Bonham Road. Prisoner, with others, lived at No. 26, next door. They left the house in Bonham Road on Oct. 1st. Witness said she had seen her son and prisoner together. On Oct. 8th, after going out her son returned, went to the wardrobe, took some clothes, went out again, and had never been seen since. Witness had received letters in her son's handwriting on various dates. Each letter contained the same chop "Suen Yee Tong" and the chop of the San Wai District. Witness said \$250 had been paid in an attempt to open negotiations. On May 13th, she went to Macao. She picked prisoner out of a parade of six men. Accused denied that he was Cheung Cheuk-chiu. Afterwards he made a statement. Subsequently he admitted that he was Cheung Cheuk-chiu.

A dealer in tin goods told the Court that he wrote a letter with a view to negotiating for ransom.

The next witness called was the Chinese detective who arrested accused at Macao. In the house he found two letters.

Prisoner protested that these two letters were "planted" by the police for the purpose of arresting him.

At a later stage a statement made by prisoner at Macao was read. This was to the effect that accused was a smuggler of opium and salt. Last year two men directed him and others to devise means of kidnapping the boy. They were handed \$400. With this money they took the lad out to dinner and soon became well acquainted. They induced the boy to travel to Macao with them. They stayed at a hotel and after a few days took the boy out on a supposed picnic. They got into a sampan and after a time changed into another sampan. They kidnapped the boy and shut him up. A ransom must be arranged. It was impossible to rescue him by military force owing to the robbers in the vicinity, who had more than 400 rifles. Two others, prisoner alleged, were the instigators of the crime.

In another statement prisoner referred to the weeping and wailing that went on day and night. His conscience pricked him suddenly and he repented of his action.

The two letters found at Macao were read. They referred to an offer of \$2,500 as ransom for the boy's release.

Prisoner this morning told the Court that the boy asked him to take him Macao. Accused told him that he had no money, but the boy replied that he had money. They went to a tea-house. The boy left, telling accused to wait, as he had two other friends who were going to Macao with them. The boy returned to the tea-house with two others and they all went to Macao. At Macao, said prisoner, the lad and his companions went in a boat to buy crabs and shrimps. They engaged a boat on which there were robbers, who, on reaching another boat, threatened them with revolvers. The robbers set sail for Toian, where he (accused) and the boy were kept captive. They were both beaten. Prisoner was confined, when, as the robbers found he had no money, he was released. He was told that when he went to Macao, he must see the boy's mother and tell her to send money for ransom, or her son would be beaten to death. The case is proceeding.

LAWN BOWLS.

Kowloon and Taikeo Still Leading.

Saturday's league matches in the Lawn Bowls competition served to place Kowloon Bowling Green Club and Taikeo No. 3 still further ahead of the other teams and the struggle between these two leaders will be the outstanding feature of this year's play. A big game should be seen at Taikeo next week when the two rivals for league honours will meet in what will undoubtedly be the decisive game of the season. The week-end results will be found below.

Players who have entered for the open championship of the Colony are reminded that all games in the second round must be played off by August 7th.

Kowloon B.G.C. v. Police R.C.

This match was played at Kowloon, the home side winning comfortably by 73 points to 45.

K.B.G.C.	POLICE R.C.
Johnston	Smith
Farrell	Clark
Gow	Mair
Edwards	Robertson
(skip) ... 24	(skip) ... 13
Whibley	McLellan
Hall	Moss
Hedley	Reid
Gray	W. Gerrard
(skip) ... 23	(skip) ... 12
Harvey	Kelly
Courlay	Booker
Guy	Reid
W. Russell	Grant
(skip) ... 26	(skip) ... 20
Total ... 73	Total ... 45

Craigengower v. Taikeo No. 2.

Played on the Craigengower green, the home side losing to the tune of 47 points to 68. Scores:—

CRAIGENGOWER	TAIKEO.
Jankyns	T. Grimes
Souza	C. Young
Grimes	Ling
L. Ross	Wallace
(skip) ... 11	(skip) ... 30
Alves	Eldridge
Rodrigues	Ireland
Fisher	T. Young
Onar	J. Russell
(skip) ... 20	(skip) ... 16
Kew	MacKintosh
Ismail	Whyte
W. Rose	McLeod
Bass	G. Morrison
(skips) ... 16	(skip) ... 22
Total ... 47	Total ... 68

Taikeo No. 1 v. K.C.C.

This match was played at Taikeo, the home side winning by 78 points to 55. Scores:—

TAIKEO	K.C.C.
McCubbin	Thompson
Barker	Cornley
D. Morrison	Stevens
Ferguson	Gibson
(skip) ... 24	(skip) ... 23
Holland	Overy
O'Brien	Nicholls
Wier	Jack
Wotherspoon	Hyde
(skip) ... 27	(skip) ... 17
Sloan	Hunter
Amery	Brown
Perrie	Robinson
Drummond	File
(skip) ... 27	(skip) ... 15
Total ... 78	Total ... 55

	P. W. L.	Pts.
Taikeo (No. 2)	9	8
Kowloon B.G.C.	8	7
Taikeo (No. 1)	9	6
Civil Service	8	3
Police R.C.	8	3
K.C.C.	9	2
Craigengower	9	1

THE SALT GABELLE.

Mr. Strickland's Acting Appointment.

Reuter's Agency at Peking learns that the Minister of Finance has, by an order dated July 4, appointed Mr. J. R. Strickland to act as Associate Chief Inspector of the Salt Administration.

At the same time Mr. Strickland, who, owing to the loss and subsequent departure of Sir Reginald Gamble, had been prevented in the spring from leaving the leave of absence in which he had applied, has been granted five months' leave, which he is anxious to take as soon as possible. He expects to leave Peking about the middle of next month and has recommended that Colonel Raxworthy should officiate for the absent as Associate Chief Inspector.

WU TING-FANG.

An American Tribute.

The following tribute to the late Dr. Wu Ting-fang appears in the *Philadelphia Public Ledger*—

The Far East cables say that Dr. Wu Ting-fang is dead, years, many, many years short of the 123 he had predicted as his life span. He is gathered to his ancestors; but in his fourscore years he saw the world change and unchanging China and the unchanging East change with it. He was the first to impress upon Americans that China was a nation and not a queer, picturesque Oriental fable. To the West he came as a representative of the real China and the genuine Chinese culture that was old when our Anglo-Saxon ancestors were playing about the North Sea sand dunes, attired mainly in a tattoo of woad-blue.

Dr. Wu made it clear in the earlier days of his diplomatic career in Washington that the Flower Kingdom was as keen in its native and polished intelligence as it was old in its culture. He came to America as the Chinese Minister in 1896 and for six years he battled, amused and even troubled that capital by his keen and confusing skill in repartee. He was the "Youth of China," its new and westward-looking youth when he came out in 1874, eager, questioning, comparing and questioning.

He died as the Grand Old Man of China, with the roar of the guns of another Chinese revolution in his ears. Dr. Wu was a republican and long ago broke with the old order. His was the first great appeal to the world that the Chinese republic be recognized after the Manchu dynasty fled and the old Empire had gone. That republic is still a vague and uncertain thing. Dr. Wu did not live to see the end of his work. He died a member of the fleetest Cabinet of Dr. Sun of Canton; but the world will give him a high place in Chinese history for his part in changing the tottering empire into the beginnings of the Chinese republic. He was one of the world's great men and was in every sense a man of the world, a true cosmopolite with an embracing intelligence. The new China could use a thousand Dr. Wus, and all the world has need of them.

"THE FURNACE."

World Theatre Attraction.

In point of story, cast, setting, and atmosphere, "The Furnace," the new Wm. D. Taylor Realist Special founded upon the new novel by the popular English writer, "Pan," which opened on Friday last at the World Theatre, contains all the fundamental qualities which point to an unusual picture, and is beyond a doubt one of the most spectacular, both in theme and scene, that has been released for some time. Some magnificent settings were shown. This includes an exterior and interior replica of the famous Church of St. Mary's at London, where the wedding which opens the picture supposedly takes place. There is also a large and unusually rich setting representing the interior of the hotel at Monte Carlo. Besides this there are several big social functions which required the construction of exterior scenes of two big English estates, magnificent ball rooms, etc.

The costume department and the designers at the studio must have worked overtime to turn out the hundreds of gorgeous gowns required for the big society scenes in the film. So, merely from the point of view of a gorgeous spectacle "The Furnace" would be a satisfying picture, well worth the price of admission. But it has other merits. The cast is all-star, and in it are numbered some of the most popular and famous figures of screen-dom. Agnes Ayres plays the principal role—that of Polly Vallance, while Jerome Patrick has perhaps the most important male part as Anthony Bond.

TROOP HORSES FOR POLO.

Permission for officers to use troop horses for polo at the discretion of general officers commanding-in-chief, is contained in an Army Order just issued. Such use must not, however, interfere with the military work of the horses. The charge for hire will be £4 for the season for each horse.

THE LATE REAR-ADMIRAL DUMARESCU.

Memorial Service at St. John's Cathedral.

A Memorial Service to Rear-Admiral John Dumarescu, C.B., C.V.O., Commodore Commanding the Australian Fleet, who passed away at Manila on Saturday, was held at St. John's Cathedral this morning.

Among those present were His Excellency the Hon. Dr. Claud Severn (the Officer Administering the Colony), accompanied by Mr. A. Dyer Ball (private secretary), Mrs. Severn and Mrs. Bullock. His Excellency Major-General Sir John Fowler, General Officer Commanding the Forces in China, accompanied by Capt. C.S. Fisher, A.D.C., Commodore and Mrs. H.E. Grace, Col. and Mrs. Orpen Sanders, Lt. W. St. A. Malleson, R.N., V.C., and other officers of both Forces. Mr. H. J. Timperley (joint hon. sec.) represented the Ex-Active Service Men's Association.

The service was conducted by the Rev. V. H. Copley Moyle and the Rev. J. T. Holman, with the Rev. H. S. Crole-Rees, R.N., and Capt. M. W. Shaw, C.F.

After the opening prayer, the choir chanted Psalm XL—*Domine, exaudi vocem meam*. The Lesson was taken from Solomon, III, beginning: "The souls of the righteous are in the hands of God, and no torment shall touch them." This was followed by Hymn 491, "On the Resurrection Morning." Prayers were then read, followed by the Hymn. As the wish'd for port draws near.

The Rev. Mr. Holman read the prayers, the Lesson being read by the Rev. Mr. Crole-Rees.

The Service concluded with the Dead March, on the cessation of which the Last Post sounded.

AMUNDSEN EXPEDITION.

Preparations for Five-year Exploit.

Capt. Roald Amundsen's exploration ship Maud, crammed to the last inch of her cargo holds with equipment and supplies, left in June on the first lap of the long voyage through the ice floes about the North Pole.

Two aeroplanes, to be used in meteorological and topographical investigations in the uncharted Polar Basin, were loaded aboard the vessel. A dockload of lumber forms an important item in the Maud's cargo. The explorer explained that after the ship is frozen into the Arctic ice pack with which he expects to drift the North Pole—living quarters for the dogs of the expedition and huts for observations will be constructed on the ice.

The ship, by means of lumber, will be converted into a "house" where, for the five or more years the vessel will drift, the crew will live.

University of Washington women students contributed their share to the ship's supplies, making candy for members of the expedition. Candy, it seems, is an essential in the navigation of the Arctic wastes, and Captain Amundsen gratefully accepted the gift.

As Captain Amundsen drifts slowly across the expanse of the polar basin, he will search the white waste about him for signs of the "phantom fleet"—the frozen company of lost ships that the Eskimos claim swings around the North Pole, year in and year out, gripped in the clutch of the great ice floes.

"THE EERIE FLEET"

Scouting over a wide area on each side of the auxiliary powered schooner Maud, the explorer will have an extraordinary opportunity to investigate reports of the "Eerie Fleet" brought out from the farthest reaches of the north by the natives.

Vessels have disappeared strangely in the unexplored polar basin since the beginning of Arctic navigation. In one swoop the ice pack in 1876 carried off 30 whaling ships from the waters north of the American continent. Most of the men fled to the ice and escaped to Point Barrow and other points on the Arctic coast, but 70 refused to desert the ships. The slow but ceaseless movement of the ice carried them into the mysterious uncharted north region that comprises 1,000,000 square miles.

CITY EQUITABLE CO. DIRECTOR ARRESTED.

Bevan's Devices.

The Vienna police last month notified the British Legation that they had arrested Mr. Gerard Lee Bevan. The Hon. Aletas Akers-Douglas, the British Minister, immediately made a formal demand upon the Austrian Foreign Office for his extradition.

Mr. Bevan was only taken after a desperate struggle with two powerful detectives, lasting fully half an hour. He stoutly denied his identity, at first, but soon made a full confession.

When the detectives attempted to use force Bevan, who is a tall, powerful man, offered the most violent resistance, and knocked down both detectives repeatedly. The Vienna police are accustomed to wrestling, but are no boxers, and they were quite unable to cope with Bevan's style of fighting. They had to summon assistance before he could be overpowered.

When finally arrested, Bevan suddenly took out a small bottle from his pocket and swallowed the contents, which he declared to be only a sedative. The police, however, suspected poison, and consequently hurried him to a detention hospital, where the doctors pumped out his stomach.

MADNESS SIMULATED. Bevan next simulated insanity, and was kept in hospital for two days. When he became quieter he was removed to the Criminal Court building. He then confessed to Herr Wyborn, the Police Commissioner, that he was Gerard Bevan, who fled from London on January 22. He said he knew a warrant was out for his arrest.

The Vienna police had no knowledge of the precise nature of the charges against Bevan, but they understood from the confession that whilst admitting that he was guilty of falsification of accounts he had had no material advantage therefrom.

He said he got his French passport in London but refused to say from whom. He also gave no information as to where he had been during the time he left London and coming to Austria. The police have found several clumsy falsifications in the passport with regard to age and other general descriptions of the holder.

Bevan's appearance has entirely altered, and he bears only a slight resemblance to the description furnished by the British police. Instead of being clean shaven, he has now grown a full beard and dyed his hair black. His trunk was found to contain several bottles of French hair dyes.

He had 6,000 French francs, (£120) and 100,000 Austrian crowns (about £2 at present rate of exchange). The police say Bevan speaks perfect French, but only broken German.

M. LEON VERNIER—FRENCH ARTIST.

The British Legation notified the Vienna police on May 16 last that Bevan was believed to be at Salzburg or somewhere near. From investigations made in Salzburg and Innsbruck it was found that a French artist, M. Leon Vernier, who answered somewhat to the personal description of the wanted man, had been staying at the Hotel Kreide, at Innsbruck, in March.

The Vienna police next found that the man had lived at the Hotel Krantz, in Vienna, from the end of March to June 1 under the name of Leon Vernier—"of Paris, born at Lille, gentleman." Until the middle of April he had been accompanied by a French woman about twenty-eight years of age, calling herself Madeline Vernier, and passing as his wife. She went to Paris, and Bevan then left Vienna and went to Reichenhau and Semmering, two favourite mountain resorts near Vienna.

He returned to Vienna on June 6 last and went to live in modest quarters in a suburb of Vienna in the house of a teacher of languages. It was there that he was arrested upon the formal charge of not having reported himself to the police.

ABSENT GERMAN OFFICERS SENTENCED.

A message from Mayence states:—A Court-martial dealt with the case in which fourteen ex-officers of the German Imperial Army are charged with having founded in Wiesbaden a branch of the German Officers' Association, which organization aims at perpetuating the spirit of revenge. The alleged founder of the branch was sentenced to three months' imprisonment, whilst his associates were sentenced in contumacious terms of imprisonment varying from one to four months.

DAIRY FARM NEWS.

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Edam \$3.25 per ball
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WHAT
SHOULD
HER
HUSBAND
DO

?

SEE

"SHOULD A WOMAN TELL"?

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THE CORONET

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WANDA HAWLEY,

BEBE DANIELS

and

One hundred of the most beautiful women

in the world take part in

EVERYWOMAN

WITHOUT PREJUDICE.

"My husband is a busy man nowadays; he carries ice on his shoulder," said a woman at Marylebone County Court.

Man at Willesden—What shall I do about my wife annoying me? Magistrate—Do like so many other husbands—bear it.

"I am not supposed to speak to my relations," said a wife who asked the Action Magistrate for a summons against her husband for assault.

A railway porter, giving evidence at the Old Bailey—There are some porters who wear civilian caps and uniform coats. We call them Black-and-Tans.

A Government clerk, charged at the North London Police Court with stealing a lady's handbag, stated that he was at a loss to explain his conduct. He could only suggest that he was overcome by the heat.

Referring to high heels, Mr. Green, barrister, asked a witness at Shoreditch County Court—Are those the things that come off and you can stick them on again?

Witness—Yes. Mr. Green—I know. My wife has them.

A tradesman, appearing on a judgment summons at Shoreditch County Court yesterday, was asked by the solicitor for the creditor if he backed horses. "No," he replied, "I've a wife and eight young children."

At Manchester Police Court yesterday, during the hearing of an assault case, Woman (to Magistrate)—Am I allowed to tell you all I know? Magistrate (quickly)—Oh, no! Life's too short. (Laughter.)

A Willesden husband told the Magistrate how a regrettable affair with his wife came to happen. "I said to her, I've no money for you. I'm saving up for a new suit of clothes, and it's time I had one—yep, with four costumes and me in 'em. Then my wife up and broke a window and screamed murder."

LET THE HEART LEAD
YOU DOWN
STREET

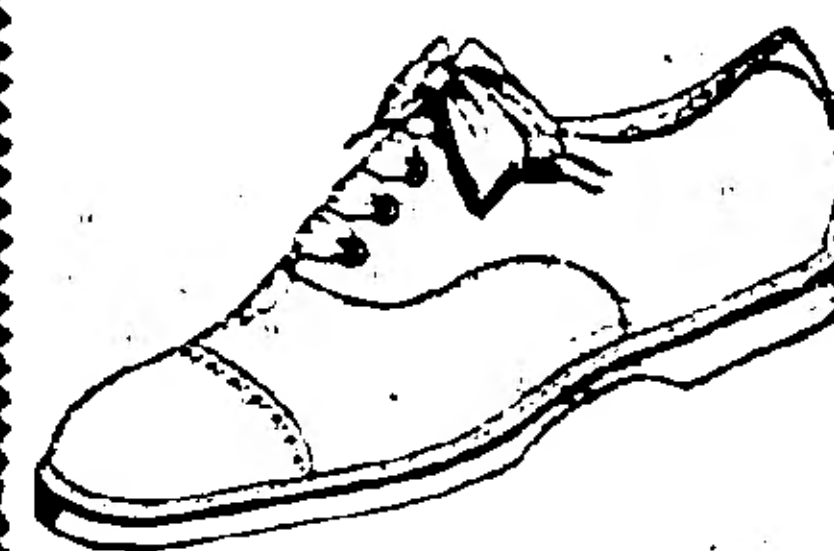
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CAMERA NEWS



Mr. Thomas W. Lamont, noted banker and member of the firm of J. P. Morgan & Co., who will take part in the settlement of Mexico's financial problems.



Again the "Cock of Jemappes" stands with proudly lifted comb topping the historic shaft of Jemappes. Thousands journeyed to this spot to view the rededication ceremonies, for the monument was rebuilt after being destroyed during the German drive in 1914 toward Mons.



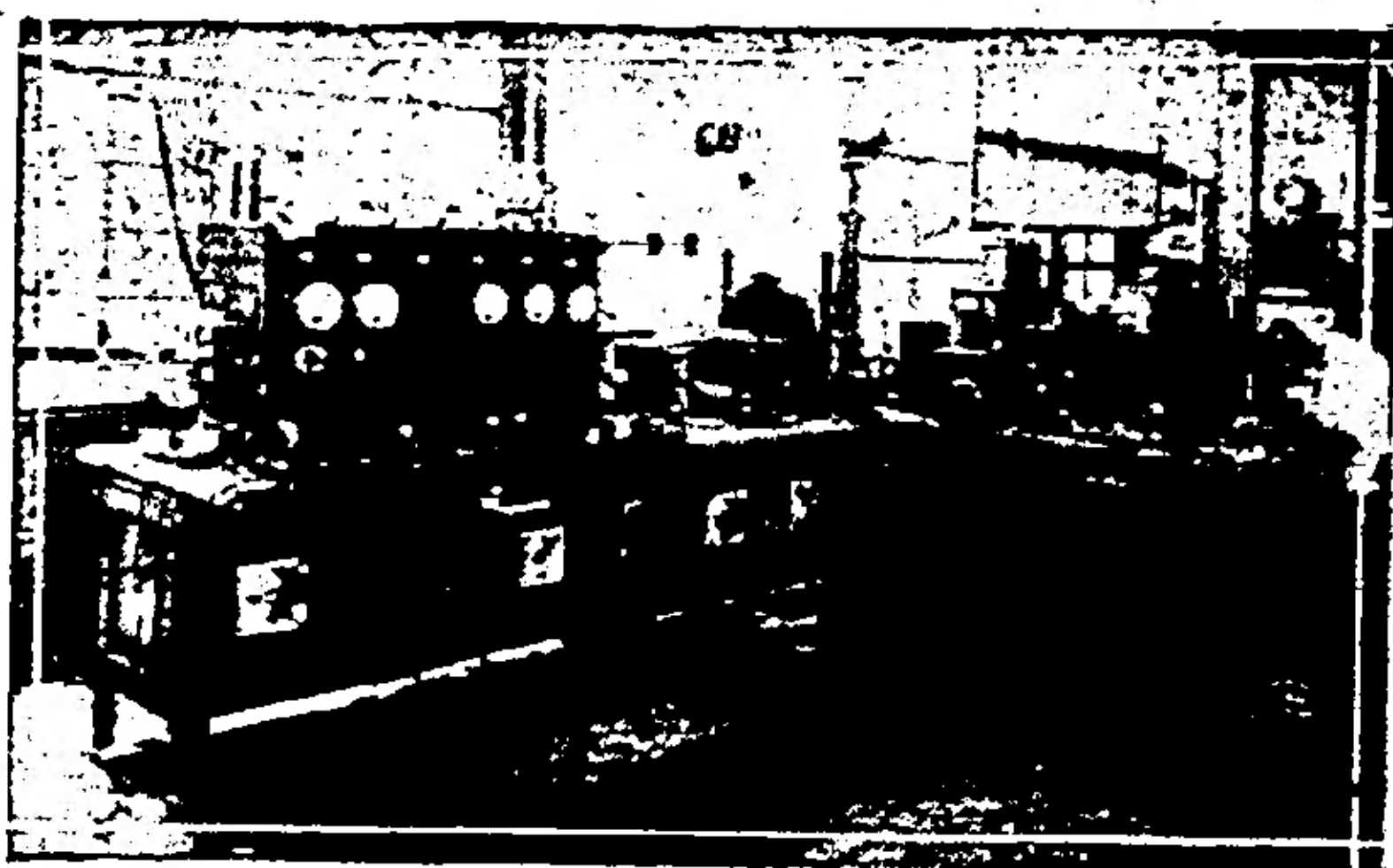
Miss Alma Gluck, noted singer, arrived in New York on the s.s. Aquitania, ready for the fall musical season.



London calls this a new dioling gown.



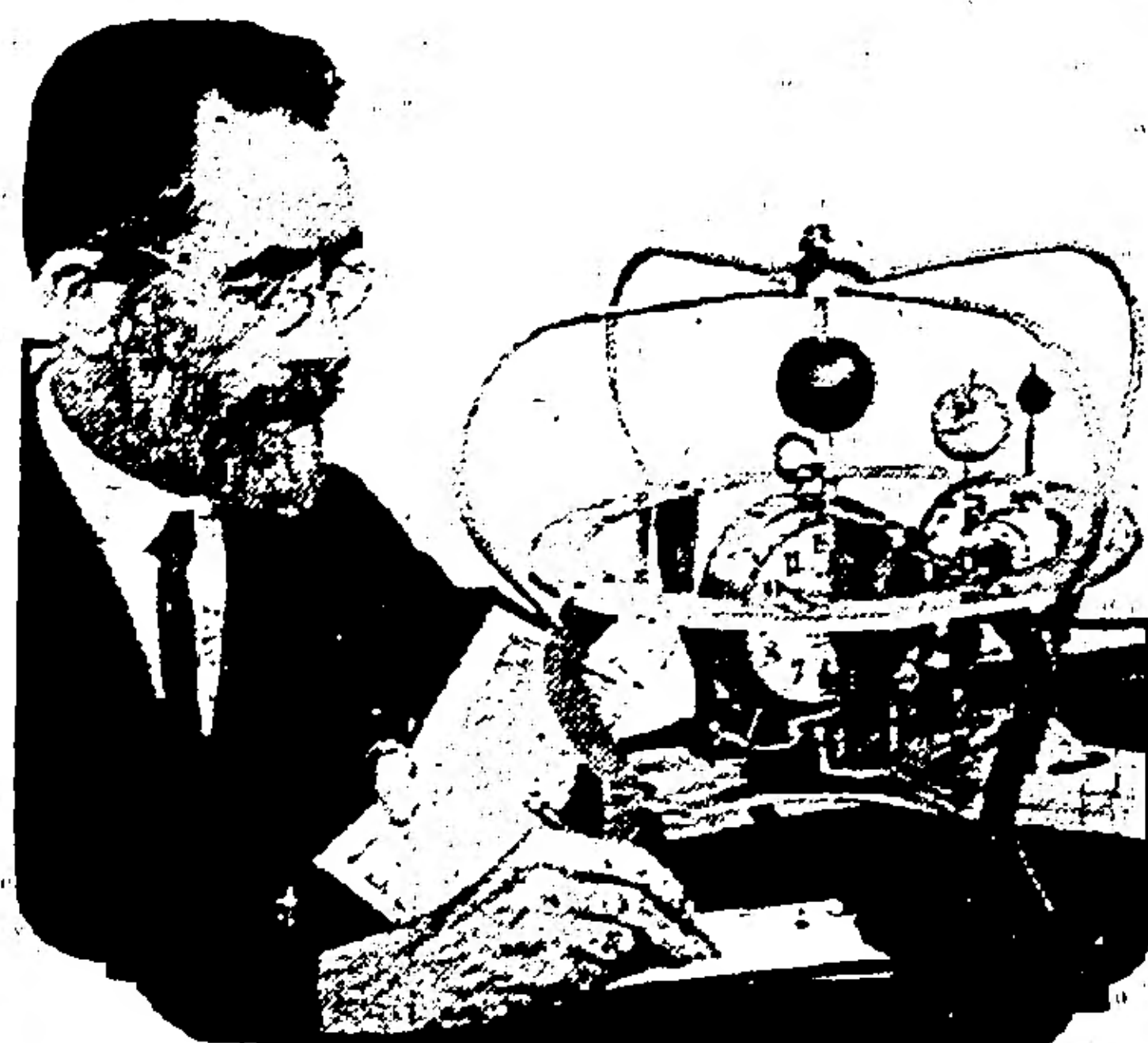
President Harding making his memorable address in the shadow of the Battle Monument, which he dedicated at Princeton, N. J.



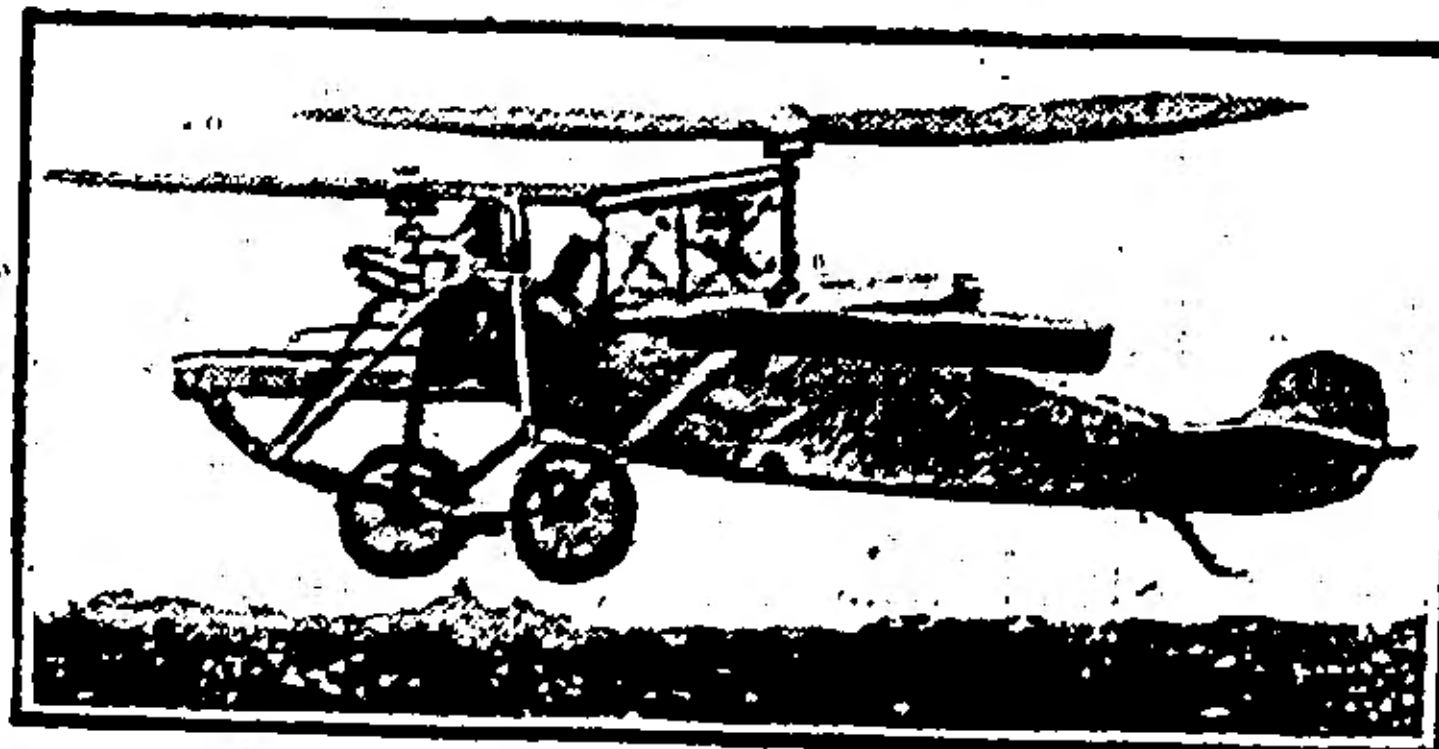
The Eiffel Tower radio station—the most powerful in Europe.



Mr. A. C. Stecker, superintendent of a motion picture zoo, is having a friendly tussle with a tiger.



Mr. G. E. Faucher, of Washington, with a device he has just perfected to simplify time calculation. He would divide the year into 364 days, or 13 months of 28 days each.



Mr. Henry A. Berliner, of Washington, in the machine which he and his father have invented after years of labour. They claim that it rises perpendicularly in the air and then flies horizontally.

DOINGS OF THE DUFFS

The Last Straw.

BY ALLMAN



San Francisco, Cal. Nov. 22, 1937

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From	Due	From	Due
Empress of Canada	July 27 Aug. 14	Empress of Scotland	Aug. 2 Aug. 23
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Empress of Australia	Aug. 24 Sept. 11	Empress of Scotland	Sept. 19 Sept. 20
Empress of Asia	Sept. 7 Sept. 25	Empress of France	Oct. 3 Oct. 10

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

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"THE PATHWAY OF THE SUN."

YAMATO M.	20,000	July 30	TAIYO M.	22,000	Sept. 2
YAMATO M.	22,000	Aug. 14	YAMATO M.	20,000	Sept. 23
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These by TRANS-ANDREAN ROUTE TO BUENOS AIRES.
HINO MARU 17,500 Sept. 10th
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Leaves Hongkong 23rd July.
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Leaves Hongkong 14th Aug.
CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS
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Steamers	For	Sailing on or about
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Shanghai, Kobe, & Yokohama	JANGKOR 11,000	On or about 1st Sept.
Shanghai, Kobe, & Yokohama	CHAMBERLAIN 11,000	On or about 15th Sept.
Shanghai, Kobe, & Yokohama	ANDERSON 11,000	On or about 29th Sept.
Shanghai, Kobe, & Yokohama	CORDILLERE 11,000	On or about 13th Oct.
Shanghai, Kobe, & Yokohama	CORDILLERE 11,000	On or about 27th Oct.

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COMMERCIAL NEWS.

SHANGHAI SHARES.

Messrs. A. L. Anderson & Co., Shanghai, in their circular of 15th July, states: "There is little to say of last week's work on 'Change'; transactions were few and of no great magnitude, prices showing a slight inclination to wilt. In Rubbers there is absolutely nothing to be done. Cottons are on the easy side, and General Securities just sustain their position—Debentures.—The demand while still obtaining seems scarcely so insistent as of late, but the supply is as scarce as ever.—Banks.—Hongkong and Shanghai. With few sellers in the market the price has appreciated to \$370. An advertisement which appeared yesterday announced the payment of an interim dividend of £3 per share as payable on the 8th proximo.—Insurances.—Unions declined to Hk. \$200 for one sale, leaving unsatisfied buyers. Yangtzeas were marked up to \$22 closing nominal.—Docks and Engineering.—Shanghai. The Annual Meeting is to take place on 31st instant. The profit for the year plus the amount brought forward is down as Tls. 834,583.82, of which Tls. 166,608 has already been distributed. The Directors propose to pay a final dividend of Tls. 7 per share, absorbing Tls. 386,400, add to Special Reserve Tls. 100,000, and to Depreciation Tls. 115,000, leaving Tls. 67,583.82 to be carried forward. New Engineerings. Bargains were struck at 8 for the ordinary and 480 for the preference, buyers offer 7 1/4 for the former which are, however, held for 8 and the latter close nominal at quotation.—Land and Hotels.—Anglo-French are wanted at 92. Investments. An interim dividend of Tls. 3 has been declared payable on 27th instant and the price has risen from 91 1/2 to 92. Shanghai Hotels did not come to business.—Rubbers.—A dead market. Penckalans. The accounts show "all in cost" as 40.19 cts. and the ave. are selling price as 31.12 cts. The balance of Tls. 8,894.08 standing at the debit of Profit and Loss is to be carried forward. The meeting is to take place on 21st instant. Sunlight. The annual meeting is to be held on 23th instant, accounts not yet to hand.—Miscellaneous. Lumber. An extraordinary meeting is to take place on 26th instant for the purpose of voting on the proposed alterations to the Articles of Association. Trans are wanted at 104, but are hard to come by. Gas shares are wanted at 25 and Telephones offer at 90 after private sales at lower rate. Waterworks. The Directors have decided not to declare an interim dividend, until such time as certain matters between the S. M. Council and the Company have been settled.

"LITTLE HSU" TURNS UP AGAIN.
General Hsu Shu-tsens (Little Hsu) has once more arrived in Shanghai and is living in the French Concession.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

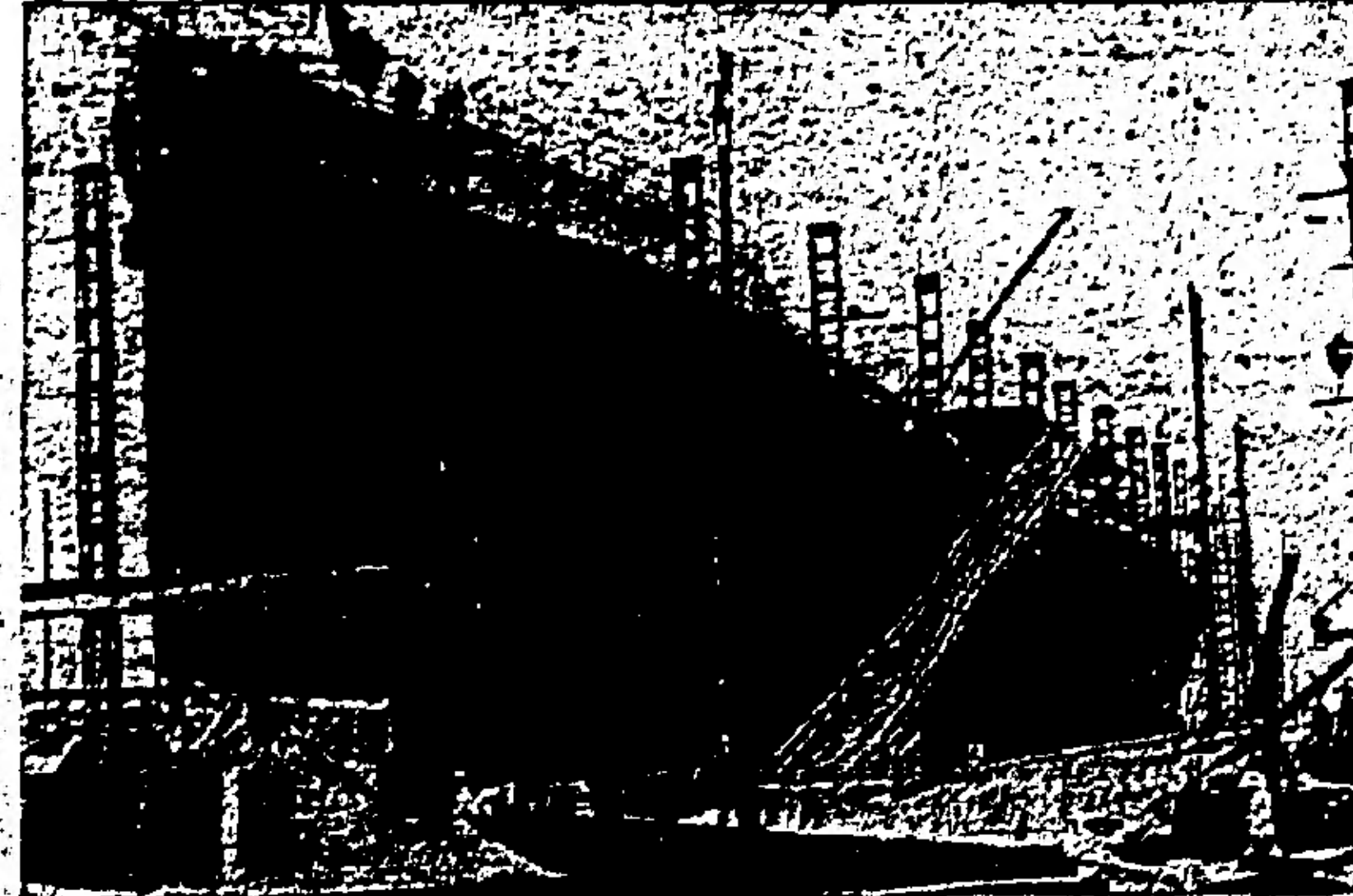
TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1, A.B.C. Fifth Edition; Engineering, First and Second Edition.
Western Union and Watkins, Bentley's and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
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Kowloon Docks

No. 1. Length 700ft. Breadth 66ft.
No. 2. Length 571ft. Breadth 74ft.
No. 3. Length 264ft. Breadth 43ft. 3in.
No. 1 Slip. Length 240ft. Breadth 50ft.
No. 2 Slip. Length 220ft. Breadth 50ft.



Tai-Kok-Tsu COSMOPOLITAN DOCK
Length 460ft. Breadth 85ft. 6in.
Aberdeen
HOPE DOCK
Length 432ft. Breadth 84ft.
LAMONT DOCK
Length 333ft. Breadth 45ft.

Launch of Oil Tanker "PALUDINA" at KOWLOON DOCK. Built to the order of The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager

R.M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, AFRIKA AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
KASHGAR	9,000	31st July	B'way, M'les, L'don, Antwerp
SARDINIA	6,634	16th Aug.	M'les, London & Antwerp
SICILIA	6,762	16th Aug.	Spore, P'ang, C'bo & B'way
JEYPORE	6,580	29th Aug.	Spore, P'ang, C'bo & B'way
DEVANHA	8,092	30th Aug.	M'les, London & Antwerp
NOVARA	6,850	13th Sept.	M'les, London & Antwerp
MACEDONIA	11,000	27th Sept.	B'way, M'les, L'don, Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	3rd Aug.	C'ia via Spore & Penang.
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,000	3rd Aug.	Manila, Thurs. Island, Townsville, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

TANDA	5,956	24th July	Amoy, Shanghai & Kobe.
ALIPORE	5,273	28 July 4 p.m.	Kobe.
DEVANHA	8,092	1st Aug.	Shanghai & Japan.
EASTERN	4,400	5th Aug.	Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measured not more than 24ft. x 12ft. x 12ft. will be received at the Company's Office up to noon of the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "PEMBROKESHIRE"	28th July.
S.S. "GLENADE"	15th August.
S.S. "GLENARIFFE"	30th August.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
S.S. GLENBEO	4th Aug.	L'DON, R'DAM, A'WERP, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON & CO., LTD.**AGENTS THE GLEN LINE, LTD**

Telephone No. 215, sub-ex. 23 and 3696

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjharoen	Java	23rd July	1st Aug.	B'via via Banka

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574

York Buildings.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

YOKOHAMA M. Wed. 28th July, at 11 a.m.

YAGA MARU (Calling Koolong) Friday, 18th Aug. at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore, etc.

BARUNA MARU Friday, 4th Aug. at 11 a.m.

LANO MARU Friday, 18th Aug. at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

TSUYAMA MARU Wednesday, 26th July.

LIVERPOOL via MARSHALLS and Valencia.

SYDNEY & MELBOURNE via Manila, etc. Friday, 28th July.

AKI MARU Tuesday, 15th Aug. at 11 a.m.

TANGO MARU Tuesday, 19th Sept. at 11 a.m.

NEW YORK via PANAMA.

TOKA MARU Sunday, 30th July.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

SOMBA via Singapore, Penang & Colombo.

TAMPA MARU Tuesday, 25th July.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU Sunday, 6th Aug.

NAOSAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 18th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KATORI MARU Sunday, 23rd July, at 11 a.m.

LYONS MARU Sunday, 23rd July.

For further information apply to:- **NIPPON YUSEN KAISHA.**

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON**

FOR NEW YORK & BOSTON.

S.S. "EGREMONT CASTLE" Sailing on or about 8th Aug.

S.S. "DACRE CASTLE" Sailing middle of September.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

RUMS having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRACIA" Sailing on or about 10th August.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON" Sailing on or about 25th July.

S.S. "TRACIA" Sailing on or about 29th August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMONA" Sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIWAN	2nd July.	27th July, at 3 p.m.
CHANGSHA	5th Aug.	10th Aug.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Rates. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SONS, LTD.)

Telephone No. 36. Agents.

"ELLERMAN" LINE.**ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.**

FREIGHT & PASSENGER SERVICE

HOMEWARDS.

City of Cambridge 3rd Aug. Havre, London, Antwerp & Hamburg

City of Manchester 26th Aug. Marseilles, L'don, Antwerp & H'burg

Subject to change without notice.

For particulars of freight and passage rates apply to:-

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

SIAMESE STEAMSHIP COMPANY.

Sailings from Hongkong:-

For Steamers To Sail.

For further particulars apply to:-

BUTTERFIELD & SWIRE,
(JOHN SWIRE & SONS, LTD.)

Agents.

Tel. 36

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
BANGKOK via Swatow	Chakrang	Tues. 25th July at noon.
TIENSIN	Cheongshing	Tues. 25th July at noon.
KOBE & Yokohama	Nosang	Tues. 25th July at 4 p.m.
HAIPHONG via Hoihow	Leesang	Wed. 26th July at 4 p.m.
SHANGHAI via Swatow	Hopsang	Wed. 26th July at noon.
SANDAKAN	Hinsang	Fri. 28th July at noon.
STRAITS & Calcutta	Kutsang	Fri. 28th July at 3 p.m.
MANILA	Yuenang	Fri. 28th July at 3 p.m.
TTAO via S'ow & S'hai	Choyang	Sun. 30th July at 4 p.m.
KOBE	Lalsang	Sun. 30th July at 4 p.m.
SHANGHAI via Swatow	Kwoonsang	Fri. 4th Aug. at noon.
KOBE	Namsang	Sat. 5th Aug. at noon.
SHANGHAI via Swatow	Tungshing	Sun. 6th Aug. at noon.
STRAITS & Calcutta	Lalsang	Sat. 19th Aug. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo. BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Friday, 25th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW, S'hai & TTAO	Sinkiang	25th July at noon.
SWATOW & BANGKOK	Kalgan	25th July at 2 p.m.
AMOI, SWATOW, SPORE, Kinyuan	27th July at 2 p.m.	
AMOI & SHANGHAI	Seochow	27th July at 9 a.m.
W'WEI, CHEFOO & TTSIN	Huichow	28th July at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	1st Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Wootung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)

Telephone No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Uptain.	Leaving
Haihong	W. C. Faremore	TUES. 25th July at 1 p.m.
Hatching	J. B. Thomson	FRI. 28th July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. BORNEO MARU Sailing on or about 26th July.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 27th Aug.

For further particulars please apply to:-

K. SUZUKI,
Manager.

Tel. No. 2206.

Second Floor, Prince's Building.

SHIPPING NEWS.

GERMAN SHIPBUILDING.

During the first three months of this year, no fewer than 55 vessels, ranging from 200 to 2,000 tons gross, were built in Germany. The aggregate gross tonnage of these ships is reported to be well over 100,000, and in addition, six steamers, totalling 22,902 tons, have been bought back from the Allies, two by the Hamburg-America Line, one by the Hertz Steiner, one by the Roland Line, one by the Hansa Line and one by Messrs. Roebeling, Manager & Co. Of the newly-constructed vessels the two largest are the Crefeld (Norddeutscher Lloyd) and Baden (Hamburg-America Line), both of which are of 9,000 tons gross. Other important units are the Emsland (5,500 tons) and Schwarzwald (5,500 tons), of the Hamburg-American Line; Cassel (5,890 tons), of the German-Australian Line; Emil Kirdof (5,600 tons), for Hertz Steiner; Liebfeld (6,310 tons), Birkenfels (6,317 tons), and Trifels (6,182 tons), of the Hansa Line; Ionia (3,118 tons) of the German-Levant Line and Kela (4,100 tons), of the Norddeutscher Lloyd.

THE ENGINEERS' BIG PART.There is, says *Syren*, a tendency—and a somewhat regrettable one, it must be admitted—to overlook the part which the engineering staff play in the fast and regular runs of modern passenger liners. That they should keep scheduled time with the punctuality of railway trains is little short of marvellous, and it is, of course, the chief engineer and his assistants who are mainly responsible. At present the public are much interested in the Atlantic speed record, especially as the fastest vessels are all oil-burners. The "chiefs" in every case are men of long experience who may be relied upon to give the best possible account of the new steam-raising arrangements they control. Whether the *Mauretania* or the *Majestic* will show up best during the present season remains to be seen. The heads of the engineering departments of both vessels are men of the widest experience and high technical knowledge. Mr. Andrew Cockburn, R.N.R. R.D., the chief of the *Mauretania*, has had a career which is certainly not of the monotonous order. After serving his apprenticeship at Leith, he went to Messrs. R. and W. Hawthorn, Leslie, and in 1892 he joined the shore staff of the Cunard Steamship Company, and was serving on the *Lucania* when she lowered the Atlantic record. He was senior second on the *Lusitania* when she was lost through enemy action, and then he did excellent service on his present ship while he was engaged as a hospital ship and also as a troopship, his work being recognized officially by his appointment to the rank of Engineer-Lieutenant Commander. He may certainly be relied upon to get the best out of the *Mauretania*.**SUBMARINE PIRACY.**The *Journal of Commerce* (Liverpool) for June 12, states: As soon as Parliament reassembles, the First Lord of the Admiralty will introduce into the House of Lords a bill to give effect to special obligations flowing from the Washington Treaty, which will be ratified by the King on behalf of the British nation as soon as the various Dominion laws are complied with the formal procedure laid down in their several constitutions. This new measure will arm the Government of this country with the necessary powers to bring to trial any submarine commander who contravenes the law of nations as defined in the Treaty, drawn up, among other things, for the protection of neutrals and non-combatants at sea in time of war. It will be recalled that it was laid down in the rules adopted at Washington that the routine of visit and search should be observed by any submarine which intercepts a merchant ship; that "a merchant vessel must not be destroyed unless the crew and passengers have been first placed in safety;" and that "any person in the service of any Power who shall violate any of those rules, whether or not such person is under the orders of a Governmental superior, shall be deemed to have violated the laws of war, and shall be liable to trial and punishment as if for an act of piracy." In order that the regulations may become effective in this country, and also incidentally in order that proper supervision may be exercised over our private shipyards, so as to prevent contravention of any clauses of the Naval Treaty which relate to the construction of submarines, the Admiralty has introduced the bill which has been drafted.

VIOLET HENNING.

WANDA HAWLEY.

BEBE DANIELS

and

One hundred of the most beautiful women

in the world take part in

EVERYWOMAN**THE PRINCE BACK IN THE OLD COUNTRY.****A Royal Ovation.**

The return home of the Prince of Wales is thus described by Sir Philip Gibbs in the *Daily Chronicle* of June 22.

Bronzed, with the lines of his face a little sharpened and lined by hot sun and hard travel, but with his smile the same as ever, the Prince of Wales came home again to London and had as great a welcome as over the old city as given to a Prince of Youth.

There are times when London is grim and gloomy place for a homecoming, in fog and rain, but yesterday it was as beautiful as it can look on a June day even to eyes of travellers who, like the Prince, have seen the white ramparts of Oriental cities and the sun-baked splendour of their palaces and mosques.

LONDON GOOD AND BEAUTIFUL. Sitting by the King's side, as he drove through the old familiar streets after 40,000 miles of wandering, the spirit of London, the good old heart of London, and his place in it, must have seemed good to him, and restful.

After all his months of absence the Prince had a look in his eyes of gladness to be home in dear old London, so old, and so good, to those who know her as he does.

This welcome, this ovation of great crowds of smiling, cheering, waving folk, was a reward for the tremendous fatigue of a long job done well and truly, for England's sake, with untiring zeal, though often tired. Now home.

THE PERSONAL TOUCH. It was not for a pagan that people came out in their millions to stand for hours packed tight on narrow pavements on a warm June day.

There was an intimate personal reason why crowds of well-dressed women, with great numbers of old ladies among them, took their seats on the kerbstones outside the Palace, and up the Marble Arch, as early as 9 o'clock in the morning, reinforced as the hours passed by battalions of young girls, legions of old men, children of all ages, fellows walking singly with the help of sticks, and men who would not know when the Prince passed except by the noise about them, youngish men in civil clothes but with buttons and medals in their jackets.

It is not because he is extraordinary, but because he is ordinary, that he has captured the English heart. With his boyish smile, his shy, fidgety way when the public gaze is on him, his love of games, his keen sense of humour, his jaunty way, he is typical, as all of us like to think of what is best and jolliest and healthiest in English youth, as we saw it before it was cut down in sheaves, somewhere in France.

I heard some of the old ladies talking in the crowd, and it was that thought that seemed uppermost in their minds.

"England is all right as long as we have boys like that," said one of them. And another said: "My Dick used to see him sometimes round about Ypres. He was one of them."

MEMORY OF COMRADESHIP. That memory of comradeship in a great and grim adventure, in which boyhood won all there was to win, was recalled to some minds at least by yesterday's welcome home.

These 6,000 police and 1,000 "specials," who kept the crowds so good-humouredly, so patiently, were out to guard the way for a lad who was one of the "Comrades of the Great War" in which they won all those big medals which glinted in the sun.

That memory of old grim days was not the inspiration which brought millions of pretty girls into the streets. Simply stated, they are all in love with him, with this smile, with this gallantry, with this love, with this goodness in his eyes, with this ideal of English youth.

PEKING DEFIED. Peking, July 12.—The governor of Chekiang province has defied the Peking government, and it is reported that a movement has been started in Chekiang to invite Fokien and Kwangtung provinces to unite in forming an autonomous government headed by Sun Yat-sen.

MR. GEORGE J. GOULD MARRIES MUSICAL COMEDY ACTRESS. New York, July 12.—Cablegrams to the Gould family today announced the marriage in Paris last week of George J. Gould to Alice Sinclair, a musical comedy actress. Mr. Gould's first wife, Edith Kingston Gould, has been dead less than a year.

best frocks for him, brought out their brightest sunshades to wave "Hello" to him.

ROSES ALL THE WAY.

By a lucky chance it was Queen Alexandra's Day, and all the rose-girls were in the streets, and not a man or woman or boy or child along all the line of route but had a rose in button-hole or hat, and some were garlanded.

"Wear roses for the Prince!" said a placard, but the reminder was not needed, and there was a glinting kaleidoscope of colour on the pavements with these roses and those summer frocks, and the smiling flowers of English girlhood. For the Prince of Youth it was a pretty pageant on his way.

FAMILY GREETINGS.

At Paddington there was a family scene when the King and Queen, with Queen Alexandra, Prince Henry, Princess Mary, and Viscountess Lascelles had the delight of greeting the young Prince after his long absence of eight months.

On one of the platforms was a grandstand, draped in red and gold, for a number of special guests, who included the Prime Minister, the Earl of Balfour, Viscount Birkbeck, Lord Lee of Fareham, Sir Hamar Greenwood, Mr. Fisher, the Lord Mayor, and others.

To the very second, at 4.30, the train drew in, and the Prince jumped down, and heartily embraced the family who surrounded him for a few minutes, and then made way for his greeting with the Prime Minister and others.

FATHER'S PRIDE. The King looked proud and pleased with his son, and it was obvious to all the people that he desired the Prince back to lead along the tremendous heart-breaking cheers which rose up from London as soon as the Royal car appeared, with the Prince sitting by the King's side, with the Duke of York opposite, preceded and followed by the escort of Life Guards.

The houses all along the route were decorated with flags and streamers. To tell the truth, many of them were faded and bedraggled, not having been brought out since the day of the Victory March. There was no lavishness or splendour in those decorations. And that was right, in those hard times. For better than burning the fire of enthusiasm which lit up the eyes of old folk and young because this Prince of boys was home again.

THE KING'S THANKS. The following Royal message was issued from Buckingham Palace:—

The Queen and I were deeply touched by to-day's remarkable demonstration. Our joy in welcoming our dear son was increased by the affection and enthusiasm of his reception from the vast crowds assembled to greet him.

He has safely returned from a long and responsible tour, and I am confident that my people share in our humble thanks to God for this happy and memorable day.

GEORGE R. I.

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EXCHANGE.

Opening Rate: closing Rate on Page 11.
SELLING.

T/T Demand	27
30 d/s	27.1/2
4 m/s	27.1/4
T/T Shanghai	Nom.
T/T Singapore	111
T/T Japan	120
T/T India	193 1/2
Demand India	—
T/T San Francisco	57 1/2
& New York	—
T/T Java	150
T/T Marks	Nom.
T/T France	6.90
Demand Paris	—

BUYING.

1 m/s L/C	27 3/4
1 m/s D/P	28 1/2
6 m/s L/C	28
30 d/s Sydney and Melbourne	28 1/2
30 d/s San Francisco & New York	59
4 m/s Marks	Nom.
1 m/s France	7.35
6 m/s France	7.35

Demand Germany	—
Demand New York	57 1/2
T/T Bombay	—
Demand Bombay	193 1/2
T/T Calcutta	—
Demand Calcutta	193 1/2
On Yokohama	120
Demand Manila	116 1/2
Demand Singapore	111
Demand Batavia	150
On Haiphong	Nom.
On Saigon	—
On Bangkok	80 1/2
Sovereign	7.50

Sold leaf per Tael	35 1/2
34 Silver ready	35
Bank of England rates 3%	—
New York/London	4.45 1/2

SUBSIDIARY COINS.

H.K. 50 ct. pieces	par
10 "	par
5 "	1 1/2% dis.
Canton sub. coins	19 1/2% dis.

Hongkong, July 24, 1922.

WEATHER REPORT.

July 24. 10h. 30m.—Warning to Hongkong, Coast Ports, &c.—Disturbance of tropical origin of unknown origin, moving slowly from the N.W. towards the N.E. of the N.W. slowly. It is evidently a very small typhoon.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 31.45 inches, against an average of 48.47 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Formosa Channel	N.W. winds, freshening.
2 Hongkong to Gap Rock	E. or variable winds, light to moderate; fair.
3 South coast of China between H.K. & Lamock	light to moderate; fair.
4 South coast of China between H.K. & Hainan	light to moderate; fair.

T. F. CLAXTON, Director.
H.K. Observatory, July 24, 1922.

METEOROLOGICAL.

Previous Day	on date	on date
Barometer	29.64	29.63
Temperature	85	79
Humidity	71	90
Wind Direction	E	CALM
Wind Force	3	0
Weather	b	c
Rain	0.00	0.00

Highest open air Temperature on the 23rd 87

Lowest open air Temperature on the 24th 78

T. F. CLAXTON, Director.

H.K. Observatory, July 24.

PASSENGERS DEPARTED.

Per s.s. Scudan for Bombay via ports July 22nd.—Mrs. Hannevig, Mr. and Mrs. J. E. Denham, Mr. Parker Ness, Miss Parker Ness, Mr. R. J. Birbeck, Mr. Graham, Mr. G. J. Shan and Mr. San Ba.

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Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.
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The Hongkong Hotel Co., Ltd. In conjunction with The Shanghai Hotels, Ltd. and The Grand Hotel des Wagon Lits.

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TELEPHONE ON EACH FLOOR.
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SOLE AGENT, MITSUI BUSSAN KAISHA, LTD., HONGKONG.

RIVER LEVELS.

As a guide to shipmasters and others interested in the water levels of the river we have been requested by the Board of Conservancy Works of Kwangtung to publish the following table of water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded Feet	Lowest W. L. ever recorded Feet	W. L. July 20 Feet	W. L. July 21 Feet
Wuchow, West River	+79.50	-2.42	44.9	—
Kongmoon, "	+14.70	-0.89	9.4	9.4
Linkonghoo, North	+37.00	0	8.0	7.0
Samshui, "	+27.25	-5.00	15.1	15.0
Sheshung, East	+15.15	-0.93	3.9	3.3

TIDE TABLE.

24th to 30th. July, 1922.

Day	High Water Hongkong Mean Time	Low Water Hongkong Mean Time
Mon. 24	8 23	2 53
Tues. 25	9 59	4 51
Wed. 26	10 44	6 24
Thurs. 27	11 31	7 45
Fri. 28	12 19	9 02
Sat. 29	1 07	10 15
Sun. 30	1 55	11 25

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.00 a.m. every 15 min.

7.15 a.m. to 7.15 a.m. every 15 min.

7.30 a.m. to 7.30 a.m. every 15 min.

7.45 a.m. to 7.45 a.m. every 15 min.

8.00 a.m. to 8.00 a.m. every 15 min.

8.15 a.m. to 8.15 a.m. every 15 min.

8.30 a.m. to 8.30 a.m. every 15 min.

8.45 a.m. to 8.45 a.m. every 15 min.

9.00 a.m. to 9.00 a.m. every 15 min.

9.15 a.m. to 9.15 a.m. every 15 min.

9.30 a.m. to 9.30 a.m. every 15 min.

9.45 a.m. to 9.45 a.m. every 15 min.

10.00 a.m. to 10.00 a.m. every 15 min.

10.15 a.m. to 10.15 a.m. every 15 min.

10.30 a.m. to 10.30 a.m. every 15 min.

10.45 a.m. to 10.45 a.m. every 15 min.

11.00 a.m. to 11.00 a.m. every 15 min.

11.15 a.m. to 11.15 a.m. every 15 min.

11.30 a.m. to 11.30 a.m. every 15 min.

11.45 a.m. to 11.45 a.m. every 15 min.

12.00 p.m. to 12.00 p.m. every 15 min.

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